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DRAGOON EXPEDITION—INDIAN TALKS.

In our last number we gave an extract from the reports, made by and through Lieutenant Colonel Kearny, of the operations of the three companies of Dragoons under his command. The detachment under Colonel Dodge was employed in a similar manner, but in a different direction. The instructions to Colonel Dodge were, that he should march up the Missouri, from Fort Leavenworth, cross the shallow of Platte river, and after making a detour to the left, return to his head quarters.

The detachment consisted of three companies under command of Captains Ford and Duncan, and Lieutenant Lupton; Lieut. Steen, as Ordnance Officer, in command of two swivels; Lieut. Terrett, Assistant Commissary of Subsistence; Lieut. Kingsbury, Acting Adjutant; and Assistant Surgeon Fellowes, Medical Officer. The rank and file amounted to about one hundred and seventeen men.

Major Dougherty, U. S. Indian Agent, accompanied the expedition as far as the Pawnee villages; and Captain Gantt, an Indian trader, well acquainted with the country to be traversed, acted as guide.

The detachment left Fort Leavenworth on the 29th of May, and commenced the march in a northwest direction, over a high rolling prairie, with frequent ravines skirted with timber; thence over a rough broken country; crossed several small creeks. On the 1st June, arrived at the Big Nemahaw, a deep, muddy stream, about two or three hundred yards wide—the current rapid, and the banks high and steep.

The country between Fort Leavenworth and the Big Nemahaw belongs to the Kickapoo Indians; it is sufficiently large and well adapted to afford them all the necessities, and many of the luxuries of life. There is a sufficient quantity of timber for fuel and for building. The soil is fertile, and will produce all kinds of grain; the pasturage good, and large numbers of cattle could be raised with little labor.

On the 5th of June, arrived at the Little Nemahaw, and encamped upon the bank. The country between the Big and the Little Nemahaw belongs to the half breeds of the Otoes, Omahaws, and other tribes. The soil is very fertile, and there is sufficient timber for fuel.

On the 7th, commenced our march over a beautiful and fertile country, diversified with wood and plain, creeks and ravines. During the day we saw a herd of elk, probably thirty or forty, but were unable to approach near enough to shoot them. The high banks of the Missouri were in full view.

On the 9th June, we crossed the Saline, a small, shallow stream, about one hundred and fifty yards wide, which derives its name from the taste of the water.

After crossing the Saline, we entered the valley of the Platte, a few miles from the mouth. This valley, near the mouth, is about two miles wide, perfectly level, and terminated by a high, undulating prairie; the soil is sandy, and there is but little wood.

In the evening, the Otoe chiefs came out to meet us. Jutan, the principal chief, has been a bold and successful warrior, and is considered one of the most intelligent Indians on the frontiers; he is about fifty years of age, tall, well made, with a fine, intelligent cast of countenance.

On the 10th we arrived at the Otoe village. Large numbers came out to meet us, two or three miles from the village, dressed in their gayest costume; they were all mounted on horses, formed themselves into an extended line, and met us at full gallop. They appeared rejoiced at our arrival, and manifested their joy by galloping around us and shaking every one they met by the hand.

The next day, 11th, Col. Dodge held a council with the Otoes. He went to the lodge of the principal chief, Jutan, and after all the chiefs and warriors were assembled together, he addressed them as follows:

"Chiefs and Warriors of the Otoes! I am happy to meet you in your village, in the presence of your father Major Dougherty. He has come directly from Washington, and knows the wishes of your great father, the President of the United States, with respect to all his red children in his Agency. My advice to you is to listen well to your father, and do as he directs you. Your great father, the President, is doing every thing in his power to make his red children happy. He wishes you to be at peace with all your neighbors, and to raise corn and cattle for the support of your families. You have now to travel a great distance in search of

buffalo and other game. You must cultivate the soil, and raise cattle, and not always depend upon the uncertainty of the chase; or your children will suffer. Last year your great father sent me to the country of the Camanche, Kiawa, and Pawnee Pict Indians. I invited some of their chiefs to accompany me to Fort Gibson, where they met their old enemies the Cherokees, Creeks, Choctaws, Osages, and Senecas. They smoked the pipe of peace, and buried the war-hatchet, I hope forever, and promised to live like friends and brothers.

"You are at peace with all your neighbors; this friendly feeling should be cherished by you, by paying a proper regard to the rights of those Indians with whom you have intercourse. And should acts of injustice be done you, your father Major Dougherty will make known your grievances to your great father the President, who will redress your wrongs. His wish is that all his red children should be prosperous and happy—live in the same country like brothers—and that you should exchange your warlike arms, intended only for the destruction of each other, for implements of husbandry. A great people will always pay a proper regard for the weak. You see with me but a small part of the Dragoons which your great father can send every year to see that the Indians do not intrude on the frontier settlements, and that they do not intrude upon the Indians, nor introduce whiskey into your country, which will lead to the ruin and destruction of your people. All unlicensed traders found in your country, will be taken and delivered to the civil authority to be dealt with according to the laws of the country."

To which Jutan, the principal chief, replied that

"He would listen well to his advice: that they were making preparations to raise large quantities of corn, and that next year they intended to have a big field, and raise cattle and horses."

Presents were distributed among them by Major Dougherty, consisting of blankets, knives, tobacco, etc. They appeared well pleased, and requested permission to give Col. Dodge a war dance.

The Otoe village is situated on a high prairie ridge, about two miles from the river, and overlooks the surrounding country for many miles. In front lay the green level valley of the Platte, the broad river running through the middle, and the valley terminated on the opposite side by hills covered with groves of timber. In the rear, nothing could be seen but an extension of vast prairie, until its smooth, undulating surface became blended with the distant horizon. To the right and left, the river could be seen for many miles, winding its course along through the valley, its broad shining surface here and there darkened by island groves of timber. The whole elements combined to form a most beautiful landscape.

The village was very neat in its appearance; the lodges were built of wood, thatched with prairie grass, and covered with dirt. They were of a circular form, with a pointed roof, about ten or

twelve feet high to the break of the roof, and about fifteen or twenty feet high in the centre. They build their fires in the centre of the lodge, leaving an opening in the roof for the smoke to escape.

The soil of the Platte valley is very rich and productive, and the Indians can raise large quantities of corn with but little labor. They usually plant their corn near the small creeks, under the hills, and wherever they can find a rich and fertile spot. They have no fences, and are obliged to water their horses to prevent them from destroying the corn. At the time of our arrival, they were preparing for their summer Buffalo hunt. They usually start by the 1st of June for the Buffalo country, and remain absent, killing the Buffalo and drying the meat, until about the 1st of September, when they return to their village, bringing with them large quantities of dried meat.

We remained encamped near the Otoe village until the 17th June, awaiting the arrival of the Omahaws, with whom Col. Dodge wished to hold a council. The Omahaws are in number about 1800 or 2000. They occupy the country between the Missouri and the Platte, extending some distance west of Council Bluff. They are much like the Otoes in their manners and customs and state of civilization. There is a missionary establishment near Council Bluff, at which a number of Otoe and Omahaw children are educated. As the game in this portion of the country is becoming scarce, they begin to feel the importance of turning their attention to the arts of civilization. They already raise a sufficient supply of corn to satisfy their immediate wants, and if cattle were procured for them, and they were taught the method of raising them, they could soon have a large quantity of stock, for no country could be better adapted to that purpose.

The Otoes and Omahaws were at peace with all the neighboring tribes, and have long been friendly to the United States. About fifty of the principal chiefs and warriors of the Omahaws arrived at our camp on the morning of the 17th June, swam the Platte, which at that place was about one mile and a half wide, bringing their baggage in skin boats. Immediately after their arrival, Col. Dodge directed some provisions to be issued to them, and when they had eaten, he collected them together and addressed them in terms similar to those used towards the Otoes on the 11th.

To this speech, BIG ELK, the principal chief, replied:

"I wish to say something, but I don't know that any good would result from what I say. You tell us that our great father feels for us, and has compassion upon us. That is good; for it is in this way that the lives of men are prolonged; and it is because the powerful have compassion on the weak that I have been suffered to live to the age you see. I am like a large prairie wolf, running about over these barren prairies in search of something to eat, with his head up anxious to hear some of his fellows howl that he may dart off towards them, hoping to find a friend who has a bone that he may divide with him. When I was young, and my father liv-

ing, he often made my heart glad by little kindnesses. Since his death, my heart has often been made glad by my white friends in the same manner. You have no doubt owned a good, young, swift horse; when he becomes old he begins to flag.

"We have an ancient custom among us of going to neighboring villages, and adopting sons. I have one in this village, (meaning the Otoe;) I believe his friendship to be sincere, that he is a true son. I have one in the village towards which you are traveling, (meaning the Pawnee,) whose sincerity and friendship I doubt. You tell us to listen to the advice of our great father, and live at peace with our neighbors; but you know that a man cannot always do as he would wish; you have no doubt rode on an unbroken, vicious horse, that would run backwards when you would urge him forward, and when you would try to stop him, would run faster, and meeting a bad place would go first one side, then the other, and just as you had whipped him up to the spot and you had thought he would jump over, he dodges to one side and brings you to the ground. I believe the presents you have brought us have been the cause of creating a great deal of evil in our country. When I receive these presents, I know that they are given by good men and I feel grateful for them. But it has a contrary effect upon some of my neighbors, and they do not feel grateful when they receive these things for nothing; but think that they are entitled to them. These presents all please me, as I do not know how to manufacture any of them, and I shall not forget these favors as some of my neighbors do. I did hope to see my people settled before I die; but I am now getting old, and am afraid I shall never see that period arrive. I hear that you are in a hurry, and I will say no more."

Big Elk, the principal chief of the Omahaws, is remarkable for his sound, practical sense; he appears to be in advance of most Indians, in his knowledge of the relative situation of the whites and the red men, and the necessity of learning some of the arts of civilization. He is about sixty years of age, and has about sixteen wives, and many children.

After the council with the Omahaws was concluded, we commenced the march up the Platte river for the Pawnee village. The Platte, near the mouth, is a broad, shallow river, from a mile and a half to two miles wide; its average depth is not over two or three feet. The current is rapid, and the bottom very uneven,—in some places barely covered with water, in others six or eight feet deep. The Platte is not navigable for boats of any size in low water; in the highest stage of water, the traders sometimes descend the river from above the fords, in small rafts or skin boats. The Horn river, which empties into the Platte on the opposite side near the mouth, is a much deeper and more rapid stream than the Platte, but not so wide; it is navigable for small boats to a considerable distance.

Our course to the Pawnee village lay along the valley of the Platte, in some places approaching close to the river bank, at others keeping at the distance of half a mile. The valley is of a variable width, from one mile to three or four miles, and terminated on both sides by a high prairie ridge. From one of the high points near the river the eye could wander over a vast extent of country, possessing almost every variety of feature; could see the broad surface of the stream, studded with islands, covered with groves of timber. This green level valley was terminated by hills of every variety of shape, beyond which there was an extensive range of hills, until the view was lost in the distant horizon. The soil, which is alluvial, appears to be very fertile, and the whole valley would seem once to have been the bed of the river. The proof of this is the irregular formation of some of the hills, which terminate it. They appear to have been worn in this shape by the continued washing of the water. There is but little timber on this side of the river, only a few scattered trees on the banks of the creeks. Upon the opposite side the timber is more abundant. We saw several kinds of Antelope, and a number of deer.

The principal chief of the Grand Pawnees, whose name is the **ANGRY MAN**, met us about ten or fifteen miles from his village, and appeared rejoiced at our arrival. He was a shrewd, intelligent old fellow, and very talkative for an Indian. He had a long talk with Colonel Dodge. He told him that the Pawnee Loups had been stealing horses from the Pawnee Picts, and were otherwise rather troublesome and disposed for war. He endeavored to prepossess the Colonel in his favor, by telling him how well he had conducted himself, while his neighbors had behaved very badly. In explaining the relation he stood in to the neighboring tribes, he exhibited the ingenuity of a modern politician.

We arrived in sight of the Pawnee village about 12 o'clock, on the 21st, having marched eighty miles since leaving the Otoe village. We were met two or three miles from the town by the son of the principal chief, in full dress. He had on a scarlet colored coat, trimmed with silver lace; a hat, decorated with bands of tin and red feathers; leggins and moccasins ornamented with different colored beads. He wished the command to wait a short time until his young men could prepare to receive us in due form. It could be observed by their delay in turning out that they were rather suspicious of our intentions, seeing so large a body of troops come rather unexpectedly amongst them. After waiting for nearly two hours, they turned out to the number of one hundred and fifty or two hundred men, mounted on their best horses, and dressed in their gayest costume. They formed themselves into an extended line, and advanced to meet us in the same manner that the Otoes did, at full speed. On arriving at the head of the column, they broke to the right and left, and galloped around us two or three times. The chiefs then collected together in a group at the head of the column, lit their pipes, and after smoking a few whiffs, advanced alternately to Col. Dodge, and their agent Major

Dougherty, and offered them the pipe. After the ceremony was finished, we continued our march to the village. The principal chief, the **ANGRY MAN**, then invited Col. Dodge to his lodge, to a feast, which invitation he deemed it advisable to accept, as they had evinced some signs of distrust at our arrival, and he wished to put them perfectly at their ease. The old chief conducted us to his lodge, seated us around the fire, conforming to the rules of etiquette by giving to Col. Dodge the highest seat. He then set before us a large bowl of boiled corn, which we found to be very good. After the repast was finished, we marched about five miles beyond the Pawnee village, and encamped on the banks of the Platte. The Pawnee village is built after the same plan with that of the Otoes, but is not so neat in its appearance. The space between their lodges is occupied by horse pens, where they confine their horses every night, to prevent their being stolen by the neighboring tribes, with whom they are at war. The Pawnees, at the time of our arrival, were in rather a turbulent state. The Pawnee Loups had been stealing the horses of the Pawnee Picts, which had produced some difficulty between them and the Grand Pawnees.

The Pawnees are divided into four different tribes, who live in separate villages, and have different chiefs. There is the Grand Pawnees, who live in the village through which we passed, and whose principal chief is called the **ANGRY MAN**. The Pawnee Republics, whose chief is called the **BLUE COAT**. The Pawnee Loups, whose chief is the **AXE**; and the Pawnee Topajas, at the head of which is the **LITTLE CHIEF**. The Auricarees had been living with the Pawnee Loups all winter, but were scared away by a lying Kansas, who told them that Col. Dodge was coming to that village with a large body of troops, and would kill every one of them. It also alarmed the Pawnees considerably, until they were satisfied of our peaceful intentions. The different villages are of about the same size, with the exception of the little Republican village, which is much smaller than the others, containing only a part of the Pawnee Republicans, the others living with the Pawnee Topajas.

The Pawnees have, for a long time, been at war with the neighboring tribes. They have carried on a predatory warfare for many years, with the Sioux, sending out frequent war parties to steal horses, and murder any stragglers they may find. They often return with a few scalps, and a large number of horses. They appear to be inveterate in their hostility on both sides, and it would be difficult at present to make peace between the two nations. They were also, at the time of our arrival, at war with the Chienenes and Arrapahoes; but Col. Dodge afterwards established a peace between these tribes. They are the most numerous nation of Indians, originally west of the Mississippi, with the exception of the Sioux and Blackfeet; and if not restrained by the influence of the whites, would be very formidable to their enemies. They have a very high opinion of their Agent, Major Dougherty, and he exerts

a strong influence over them, and will doubtless ultimately, if assisted by the influence of the government, succeed in effecting a peace between them and all the neighboring tribes. They are already impressed with a high opinion of the power of the United States, and it will not be difficult for the Government in a short time, to exert a controlling influence over them. They occupy a country possessing a rich and productive soil, well adapted to the cultivation of any species of grain, and one of the finest grazing countries in the world. There is a sufficient quantity of wood to supply all their wants. There is consequently nothing needed but a little instruction and industry, to make them a wealthy and prosperous people.

The Buffalo are within three or four days' ride of their village, and they now subsist principally upon that meat. They have parties out, killing the Buffalo and drying the meat, most of the time during the summer and the fall; they sometimes move with their whole village, and remain several months for the purpose of killing Buffalo. As the Buffalo, however, are receding from them, and becoming fewer every year, this will be a very precarious method of procuring their food; they will be obliged to resort to some other method of sustaining themselves.

The Colonel informed the **ANGRY MAN**, that he would hold a council with all the different tribes of Pawnees, as soon as they could be collected together. Runners were immediately despatched to the other villages to inform them of the arrival of Colonel Dodge.

The next day, June 22d, it rained so as to prevent the Chiefs from assembling together in council, and we remained encamped. On the 23d, the chiefs of the different tribes of Pawnees came to our camp, but as the weather had the appearance of being rainy, Col. Dodge informed them that he would hold the council at their village. He accordingly repaired, with most of the officers, to the lodge of the **ANGRY MAN**, and after the chiefs and warriors were collected together and seated around the lodge in due council form, he addressed them in the usual manner.

When the Colonel had concluded, the **ANGRY MAN**, chief of the Grand Pawnees, replied:

"You see me, my father, a poor man. I was in doubt, my father, until I heard you were near here, whether you would come or not. But you are now here with our Agent, and we are satisfied. You see your children around you, and we will see whether they heard your advice or not; time will prove it. You see all my friends and children around you of the different tribes, and my heart opens and I feel glad. You have been for a long time, and are still endeavoring to make us one people, and if you succeed, we will be indebted to the whites for it. You are the cause of my name being known among so many different tribes. You have made peace between them and us. Here are my friends. There is my son-in-law, (pointing to the **Axe**, chief of the Pawnee

Loups.) They are my friends. I would like to know what they have against me. I wish the AXE to explain why his people go to war, while the others stop at home. It is for him to say why his war parties follow our peace parties. I go because I am advised to do so by the whites. I hope my son-in-law, the AXE, will explain all these matters. You, my friends, the Loups, are here around me, and I wish you to explain to the whites the cause of my speaking to you."

The AXE, chief of the Pawnee Loups, then replied :

"It is true, my brother-in-law, I have heard you. It is true, my father, what my brother-in-law has said. You see me and know me. You know that this stealing is done without my consent; that I am as ignorant of the cause as if I were under the ground. They have changed, but I have not. I have but one heart. But that there is a change among my people there is no doubt. It is true, my brother-in-law, that my young men have disregarded my council. They have thrown me up to be scattered by the winds of Heaven. It is true, my brother-in-law, we have injured you in this way, but do you believe that there is a chief in our village, who advises the young men to slip off and steal horses from the Pawnee Picts? It is true, that some of my young men who were on a war party had stolen horses, but you know the chiefs took the horses away and punished them for it. What you say, my brother-in-law, is true; I know that you took horses from our young men and punished them for it. But I said nothing. It hurt some of my people, but it did not hurt me, as I know they ought not to have stolen them. Some days I have pity on myself, and feel sick at heart. All that I do is in defence of what is right. Sometimes I get a knock here and there, but it is because I defend what is good. I am very happy, my brother-in-law, that you and your people listen so well to the whites. I listen to them myself, and like them. Our forefathers never knew these people, or they would have liked them as well as we do. My father, I have but one heart, and that is leaning towards you, and if I should die, it would follow your advice. Most of the red skins are said to receive arrows, but they shoot them too high. I have an arrow in my heart, and it is on account of the whites. I have nothing else in my mind, but leaning constantly towards the whites I have always liked them, and fought for them. I have sometimes thought that I would die away from home in the battle field, but I think now I shall die in my own village. My brother-in-law, I know you well; you are more happy than I am; you have more riches, and a better situation. But let me give you one piece of advice—Do not listen so much to bad men, and pay more attention to the advice of the good."

To which the ANGRY MAN replied :

"That is what I wanted to hear when I spoke before, and I have heard it. There has been a great deal of this sort of work going on for the last year; but I have said nothing and waited for a time like this to mention it. It is true that all these young men listen to the words of their great father. It is the words of our great father, the President, that has caused us to throw our weapons behind us, and make peace. Here are our brothers around us, they go where they choose, without the fear of being killed. It is our friends, the whites, that have produced all this change. I am desirous to have as many red friends as possible wherever I go. There is our father, who is travelling all over this country; what is it for? it is for our good; to make peace with all the different tribes, and to see his friends. Some of our friends around us accuse us of being squaws; but it is because the whites have given us this advice. You advise us to make friends with those around us. I wish to do so. But that makes some of our neighbors say we ought to wear petticoats. I don't know what they mean. I never talk ill of them. These are the things I count you (THE AXE) to explain,—why your young men have talked of us, in this manner? You can't think too much of the advice the whites give us. Don't you see they are coming every day amongst us, making presents? I thank you, my father, for coming here. I was fearful some evil might result. I thank you for treating these people so well; you could not have been blamed, if you had been more severe. If you will give me a gun, I will promise never to point it at a white man; but when you give guns to these people, I am always afraid they will kill some of my people. I love you, my father, and so do most of these young men; and why should they not? they know when you come amongst them, they always receive presents."

The principal chief of the Pawnee Topajas, whose name is LITTLE CHIEF, then said:

"My father, I was lying sick in my lodge, and could not for a long time get up; but I heard that you were coming, and I got up immediately. These men that have been talking to you are great men, much superior to me; but when I see you, my heart swells up to be big as any of them. Your arrival has saved my life, and I thank you for it. I should have been dead if you had not come, but now I have got well all at once. I have grown to be a considerable man among my people; they listen to me, but you are the cause of it all. Yes, my father, I am proud of my young men, and I feel proud of my conduct; but you are the cause of it. I keep behind myself to see how the other villages get along. I am satisfied and pleased with all, both red and white men. I am between the people you see backbiting each other, but have nothing to do with it. If it comes into my lodge, I kick it out again, and have nothing more to do with it than if I were dead. The Loups cannot say any thing against me."

After which, the Chief of the Republican village, called the MOLE IN THE FACE, said:

"I have got up, my friends and relations, to thank my great father for what he has said. He has said nothing but what is good and just. You are all great chiefs; our chiefs were all killed and our people lived like wolves, when I was taken pity of, cared for, and came to be a great chief. As to you, BLUE COAT, (chief of the Little Republican village,) you ought to be thankful, for having been treated as well as you have been; you ought to take good advice better in future. I have one thing to ask of you, my father, and I have been waiting some time for your arrival to ask it of you. I know that what I ask belongs to you, and I have been waiting a long time to see what you could do. Early last spring the Auricarees stole the whole of my horses, but I have never taken any steps to recover them. They have got the horses, and they have sent me word, if I would come up and bring something with me I could have them back again, but I have never been."

After the council, presents were distributed by Major Dougherty, consisting of blankets, strouding, knives, tobacco, etc., with which they were well pleased, and promised to be more friendly with each other in future. They appeared desirous of making peace with the Chiennes and Arrapahoes, and informed Col. Dodge that they would send one of their principal men, with him for that purpose.

On the 20th June, Captain Gantt started for the Loup Fork, for the purpose of bringing in some of the Auricarees, who were at that village, and who were afraid to come to council with the Pawnees on account of their late hostility to the whites.

We took up our march in a direction NW along the valley of the Platte, and continued it the next day, over a country almost perfectly level; the soil of a sandy nature, but generally fertile. The valley is of a variable width, at some places four or five miles, at others not more than a mile, and terminated by a high bluff bank, presenting a steep and angular appearance. We passed large numbers of islands; some of them about three miles in length and a mile in width; they are mostly covered with timber. The general level of the valley is but a few feet above the level of the river, and the extended view, which resembled an ocean scene, was only terminated by the distant horizon. The scattered trees along the banks of the small creeks were of a larger growth than those heretofore passed. We saw several large herds of Antelope. After marching about twenty-six miles from the Pawnee village, we arrived opposite the lower end of Grand Island.

On the 26th we marched thirty, and on the 27th twelve miles. The country, at this stage of the march, began to assume a more barren appearance. The principal ingredient of the soil was a fine yellow sand. The grass thin and short, and mixed with plants and flowers, that indicate a barren soil. Found but little wood on this

side of the river during the two days marches, but abundance upon the islands. Captain Gantt returned to the camp and informed the Colonel that the two Auricarees, he was sent for, were a few miles in the rear, and would be up during the day. They would then go to where their people were; inform them of the peaceful intentions of Col. Dodge, and collect them together by the time he arrived. Remained encamped on the 28th. The two Auricarees arrived in the morning, accompanied by three Pawnees, one of them the brother of the Axe. The Pawnees wished to accompany Col. Dodge to the country of the Chiennes and Arrappahoes, for the purpose of making peace with those nations.

(*To be continued.*)

TRIP FROM MACKINAC TO GREEN BAY.

We left the island of Mackinac with much regret, having had an opportunity to examine such of its phenomena and attractions as fell under our eye, only hastily and imperfectly, and been obliged to leave many of the latter not seen at all. Those of us who felt an interest in the events of the war of 1812, were desirous of visiting the field where Major Holmes fought and fell. We wished to get into a boat and row around to the northern side of the island. This would, we were told, give us a water-view of the precipitous shore of the island—a highly picturesque view—and enable us to tread in the footsteps of that gallant officer, until we reached the field of his death. It was represented to be a romantic looking spot, independent of all warlike reminiscences. The north side of the island, unlike its other sides, slopes gradually down to the water's edge. It was therefore an easy place for disembarkation. But this would seem to have been its only recommendation. Landing thus three miles from the object of attack, with the necessity of approaching it through a dense wood, nearly the whole distance, by narrow cart, or mere bridle-paths, strikes one as being justifiable only by the most imperious circumstances. But such circumstances, according to the common understanding of the positions of the assailing force, are supposed to have existed. It is said that the commanding officer of the land forces was desirous of landing immediately after the fleet arrived at the island the first time. Few or no savages were then there, and the attack was in some degree,—probably altogether, unexpected. Considerations connected with the safety of the fleet are said to have led to a post-

ponement of this plan, and the expedition sailed to the island of St. Joseph and other places. Before the fleet returned to Mackinac, time enough had elapsed to enable the British commander to collect around him several hundred of Indians, and to make such addition to his defences as was necessary.

If an attack were unpromising at the first visit of the fleet, it would appear to have been much more so at the second. Indeed, the objections to it must have been greatly multiplied. But it was determined to make the attempt, it being thought better late than never, and the point of landing selected was the north side of the island. The enemy could not but have deemed such a selection fortunate, as it afforded the best chances for an efficient co-operation of his red allies, who would thus have a series of coverts to fight under, the most suited to their mode of warfare.

Major Holmes, who commanded the landing party, was permitted to disembark from his boats, and even advanced far into the island, with little or no molestation. This inactivity of a vigilant enemy might have suggested a suspicion that much confidence was felt in the strength of the toils spread there. Without doubt it did; but the case admitted no alternative, and there may have been a hope that the movement had been covered from observation by the darkness of night.

The farm which lay in his path from the place of landing to the fort was nearly in the centre of the island. No spot could have been better fitted for annoyance and defence. It was comparatively long and narrow, skirted all around by dense woods, and with a ridge running across the part furthest from the northern entrance. This ridge had been crowned by a temporary breast-work, behind which the British stationed themselves, while the Indians were secreted in the flanking thickets. When Major Holmes emerged from the shady paths by which he had advanced thus far, into the farm, he was met by a galling fire from both the front and the flank. It was at once obvious to him that such an unequal contest must be terminated by either a retreat or a charge. There was no hesitation which of the two should be chosen. Heading a column himself, Major Holmes advanced into the woods, intending first to sweep away the Indians there with his bayonet, and then to turn the lodgement of the regulars. Whether the column would have succeeded in this design, had his intrepid example continued to guide it onwards, was left undecided by his early fall from a mortal wound. The next in command prudently extricated himself from his embarrassed position, and retreated to the boats without much further loss.

The island of Mackinac had been suffered to fall into the enemy's hands, in the very outset of the war, under circumstances that had excited much regret and surprise. With no admonition that such an event approached, the commanding officer was resting in all the unpreparedness of peace, until summoned to surrender by an enemy at his gate, who gave the first notice that he was to be regarded under that character. As the declaration of war came

from ourselves, it would seem worse than inexcusable that its commencement should not have been first known, in all instances, by our own garrisons. But their neighbors anticipated them in a knowledge of the event throughout the frontier. This important island, so disgracefully lost, the public hoped at this time to regain, and its disappointment was great in proportion to its high expectations.

Those of us, too, who had more relish for tradition than for history—who preferred the romantic to the authentic—were sorry to miss a sight of the "Lover's Leap," a rock on the western side of the island, which was said, like that of Leucadia, to have accommodated a despairing maiden with the means of drowning her sorrow and herself. This rock rises, pinnacle-like, some feet above the precipitous bank against which it stands with its base near the water's edge. A gap of some width now separates it from the crest of the bank, rendering it inaccessible without some bridge facilities. But it may have been more closely united to it when the aboriginal Sappho made use of it. And the beach at its base has probably also been enlarged in modern times, as nothing short of a Kangaroo's leap could clear it so as to strike the waters now-a-days. Frosts and storms are sufficient agents to have produced, in the course of time, this change. These may have slowly crumbled away the connexion above, and extended the base beneath. We may thus, without any great violation of probability, or being obliged to invest the young squaws of old with a frog-like agility, unknown to the present race, suppose that this love-lorn maiden accomplished her purpose with facility, and reached the water with little chance of being bruised to death on the beach beneath.

We made many enquiries as to the origin of the name this rock bears. Several versions were given, all having a shadowy resemblance to the great prototype of similar stories,—the Leucadian tragedy. It is a remarkable fact that there is scarcely any leading incident of ancient times, whether moral or physical, relating to man or to nature, that has not some copy, more or less distinct, among the savages. The grand vicissitudes of the world and of its inhabitants, the creation, the flood, are all found among their traditions, rendering it somewhat probable that races, which are now dissevered by wide regions, discordant tongues, and equally discordant manners, were once so far connected, as to have been under the common influence of certain great events. The plunge of Sappho, although of comparatively ancient date, took place in times when the aborigines of this country could have had no such connexion with Greece, as to have derived thence a hint either in matters of love or war. Hence we cannot suppose that the incident we are commenting upon is one of the proofs of the early affinity of nations we have just alluded to. Love is ingenious in its expedients in all eras and countries, and the young squaw, wishing to terminate her despair, needed little teaching to be aware that jumping two hundred feet down would, without Sam Patch's art, effect her purpose.

As our steamer moved along through the straits towards Lake Michigan, and we were scanning the monotonous main shore on our left, we were told that the site of old Michillimackinack (the word is always written *tandem* when applied to the spot) was within sight. Most of us who had read Carver, and particularly Henry, recollected that this site was, some sixty years since, the scene of one of the most successful and memorable achievements of Pontiac's war; that it was here the savages completely circumvented the British garrison, which was butchered like a flock of sheep, not a weapon being in any hand save that of the small guard at the gate, which was overpowered at the first rush of the assailants. The stratagem was a game of ball! Balls have had a share in many a victory since the invention of gunpowder, but never a cricket ball before. It was a treacherous business, but an admirable stroke of war.

We looked with eager eyes at a spot where British blood had been so profusely shed, to see what traces might be left of the work then occupied. Nothing was visible but a naked spot of a few acres scooped out of the surrounding wilderness, mostly covered with drifting sands, which spread like a pall over the remains of the garrison. Curious persons have gone over there and delved among the sands, and found many bones, military buttons and other insignia of the British army. All other vestiges have been swept away. The British re-occupied the site for a few years, when they moved the garrison to the island.

The entrance of Lake Michigan may be said to be at Point Wagachance, alias Wabasha, alias Wagouche, alias several other aliases, which map makers and travellers have given it. This point is a low spit of rocks, occasionally rising above the waters, and having a scanty growth of cedar upon it, projecting several miles from the shore, and almost lapping on other sunken reefs which come out on the other hand from the Beaver islands, the chain of which begins in that quarter of the Lake. Thus the gateway of this vast body of navigable waters came well nigh being shut up. A few hundred yards, or perhaps feet, more of reef, and Lake Michigan would have been a sealed book to commerce. It was a lucky gap. There is even now but a narrow passage for vessels, which have to sail with a bright look-out, to avoid stubbing a toe. Since a Light Boat has been anchored there, however, there is no excuse for missing the way. This Boat has a most uneasy berth of it. If she have one day of rest in seven, she reckons herself fortunate. Her form is much like an oval tub, admirably fitted to feel the influence of every undulation. Her point of anchorage is probably affected by every wind, as much as any that could be selected out of all the square miles of water connected with the straits. Long after the waves have subsided every where else from the effects of a storm, they continue to roll through this gap. Hence the Light Boat has not the same chance of becoming quiet as even an aspen leaf—the very emblem of restlessness. As we passed rapidly by it, and saw the crew balancing on the deck like

so many slack-wire men, we all thought such a roly-poly life ought to be well compensated.

The Beaver islands, as we ran along them, wore a monotonous aspect, and made the eye hungry for something more varied. We were therefore pleased to approach the Fox islands, farther south, whose serrated outline rose slowly out of the waters, and became an interesting object of speculation. We could not account for these indentations or notches, and at last passed by them without having found a satisfactory cause. Those who had been on them said that the surface was alternate strips of wood and sand. This we could plainly see. It was like the hide of a Zebra. These pathways of sand began at the water's edge, and ran up to the top of the island, some two hundred feet, with forest trees on each side of them. These islands appear to be masses of yellow sand. How vegetation caught hold of them is a mystery, but it has succeeded in usurping about one half of the dominion, which it maintains most tenaciously, while the rest is ruled by the original soil, or the alluvion cast up from the Lake. If an unusual season of calms prevails, rank grasses and thrifty shrubs take advantage of the moment, and spring up among the sands with surprising quickness. But the next storm rolls up the arenaceous billows, and either buries them beyond all chance of catching again the light or the air of heaven, or lifts up and scatters the bed in which they had taken root, as if it had been a feather-bed. Where a clump of sturdy cedars have had leisure to fix themselves, the sands and the storms have to give up the contest, for all their buffetings only seem to infuse new vigor into these nurselings of sterility.

Such was the character of the islands we were now fast leaving behind us. As they were fading or sinking from the sight over the stern of the boat, and we began to think we should soon be left to a horizon of waters alone, our attention was attracted over the bow to indications of other islands in that quarter, rising into view as those we had passed slowly disappeared. We felt impatient to have the paddles push us ahead, and, rapidly as we went, thought our speed wanted a spur. We had heard much of the picturesque beauty of the islands at the entrance of Green Bay, and, as we approached them, we found that they bore little affinity to the Foxes and the Beavers. Not a particle of sand was to be seen about them, but all was solid rock.

Potawatamie island is the first island that is made on the inward course, between which and Burntwood (Bois Brulé) island is the ordinary vessel entrance of the Bay. We ran so near the former as to give us a distinct view of its shore, which consists, for a mile or two on its northern side, of a perpendicular wall of limestone, surmounted some fifty feet above the water's level, by a dense forest, which grows down to the edge of the precipice, and crowns the ascending slope of the adjacent grounds to the apex of the island, one hundred and fifty feet or more in altitude. The limestone of the strata exhibited to the eye must be rather soft or

friable, and easily abraded by the waters, as it is worn every where at the base so as to leave the crest overhanging it more or less. This process goes on until the upper mass loses its proper support, when, down it comes in fragments below. The face of the strata displays to the eye a variety of indentations and projections which fancy, aided by a little distance, could easily suppose to be the work of masonry. Chimneys with fire-places, ovens, mantle-pieces, cornices, pilasters, pillars, abutments, balustrades,—most of the forms of architecture were there, rude, or imperfect, from dilapidation, but of sufficient verisimilitude to be noticed by the most unobservant and matter-of-fact among the spectators. Some of us ventured to conjecture that we beheld the profile of a North American Pompeii or a Herculaneum, which, in some Titan war, when mountains and islands were the missiles used, had been crushed under one of the latter.

But we had little time for musing on such subjects, as the steamer soon left this island behind, and brought us under another of a similar character, bearing the name of the Father of his Country, but having a schooner, which once anchored under its lee, for its patronymic. There is a harbor on its northern side of uncommon snugness and beauty, where a seventy-four might ride safely at anchor in all gales but a northeaster. A high limestone wall surrounds three quarters of its circle, with a beach here and there formed of rounded limestones like those at Mackinac, lifting up a white brim above the waters, looking like the cleanly edge of a huge wash-basin.

Passing Bryer's bluff, the inner headland of this harbor, we came next to Point Port de Mort, between which and Washington island is the southern outlet of the Bay into Lake Michigan. This point was the scene of some Indian disaster, which is perpetuated in a shadowy manner by the name it bears. The tradition is, that a large fleet of canoes was wrecked on the precipitous shore there. "Death's Door," is the name the outlet now bears in common parlance.

The first vessel that navigated Green Bay was the first that was launched on these upper Lakes. She was built by La Salle's party, at Chippewa, and had she only explored Lake Erie, her voyage would have been truly an adventurous one. But she boldly threaded all the labarynths of the Lakes, and finally penetrated to the head of Green Bay. There she left Father Marquette and Sieur Joliet to pursue their voyage of discovery to the Mississippi, and turned homeward bound with a rich cargo of furs, the result of her traffic with the Indians. This ends the authentic account of her voyage. She doubtless foundered in a gale. Her name was the Griffin.

In 1817, when Green Bay was to be occupied by troops from Detroit, such was the want of information then prevalent of the accessibility of the Bay to vessels, there was a doubt whether the garrison would not be obliged to disembark in boats at the islands we have just been describing, in order to reach its destination.

The vessels, however, on trial, found their way up to the mouth of Fox river. We reached the same point early in the morning, and wound our way up to Fort Howard by a channel as sinuous as the track of a snake. Our steamer came to opposite the Fort at a place called Navarino. Its name shows it to be of ancient origin, but it is growing, like all well situated places in the west, after the manner of Jacob's gourd.

The ancient inhabitants of the river are just above this place, occupying farms which stand out on each side after the French fashion, like so many laths nailed against a post. They are generally two or three acres in width, and eighty in depth, so that a man could throw a stone across his farm, but could not discharge a cannon ball over the length of it. These old settlers are altogether descendants of the French who possessed the northwest previous to 1763. They have generally intermarried with the aborigines, and the two bloods have become so mingled as to leave neither complexion predominant. A neutral tint prevails, rather more red than white.

From the evacuation of the country by the British in '94, to the close of the war of 1815, these inhabitants were left pretty much to their own guidance. A magistracy, self-established, on the remains of British appointment, submitted to by the inhabitants, administered such laws as popular opinion admitted to be in force. There are some anecdotes related which bespeak the simple character of this administration. When the United States troops first went there, they found an elderly Frenchman in possession of the magisterial or patriarchal authority of the place. He had not been elevated to that dignity so much by his intelligence or wealth as by a costume, which consisted of a coat of the Louis Quatorze cut, a vest of the same regime, and a cocked hat that topped off the tout ensemble no way behind the rest in antiquity. This costume made him the best representative of official authority the place afforded, and his rule was acquiesced in with little question or gainsaying. All disputes that the parties could not compromise were brought before him for decision. As the settlement had no place of confinement, and as corporal punishment did not accord with the mildness of the people, the magistrate was permitted to award such punishment as his judgment dictated. He had a farm with many acres fit for cultivation, and only his own hands to perform the work. He therefore was accustomed, when the penalty was to square off a crime or an offence, to sentence the culprit to toil a certain number of days within his enclosures. In cases where the question of guilt was difficult to be determined (and these cases nice often arose) he adjudged both parties to toil in the same.

As this was the only fee exacted by the magistrate, none complained excepting those whose sweat of the brow had to pay it. No farm in the place was better tilled than the one in question. He was said to be moderate in his sentences at all times save during the harvest, when evil-doers were visited with more than ordi-

nary severity of judgment. His integrity was in the main unimpeached, only one instance as proof to the contrary being remembered, which was the case of some piece of plate. Being deposited with him until his decision should be made, he is said to have kept the case so long under advisement, that, at last, he had the nine points of the law in his own favor.

There is nothing attractive in the scenery of Green Bay. The Fort stands on a low sand bank, almost surrounded by a marsh. But it was the military site chosen by the French, whose good judgment in this instance, as in most others of a military character, has been confirmed by all subsequent occupants. It is healthy, contrary to all appearances, and the black sands which constitute the soil immediately around the Fort, form gardens of uncommon productiveness. All kinds of vegetables grow there in great abundance, and mature with a rapidity unwarranted by the latitude.

It is well known that the mouth of Fox river exhibits changes in the level of the water which bear so much resemblance to a lunar tide, that such a phenomenon has been supposed to exist there ever since the whites have permanently occupied the country. During the twenty four hours we were there, we had no opportunity to observe the waters, having as much as we could well do to look at the land. But, one or two persons have taken the trouble to set down in the river gauge-rods, and record the various levels which different hours of the day would give. They have been much puzzled by the result, which exhibits ebbs and floods without any sort of regard to rules governing in such cases. They show themselves alike independent of the moon and sun, and even of the wind, and leave the spectator in a puzzle of conjectures.

We are informed that tides are not found in the inland seas of the old world. But that may be no rule for the new, which has proved in many instances of physical phenomena that it must have a rule of its own. There is, however, a long stretch for celestial influences to operate upon between the easternmost point of Lake Huron and this most western point of Lake Michigan, and, if a lunar tide be any where on the upper Lakes it must be there. More than a doubt, however, exists whether it *be* there; indeed, such facts as are on record show that the heavens, that is, the sun and moon, have no more to do with it than with the mill-dams on the river. But further observations should be made. Nothing but a long and accurate series of them can put the question at rest.

There is much intercourse with the Mississippi by this avenue. Formerly, it was the only accessible one north of the Ohio. The waters are here certainly arranged by nature in a most accommodating manner. The only break in the water communication with the Mississippi is about a mile of portage between the Fox and the Ouisconsin rivers; and even this is occasionally inundated, so that boats have passed from one river into the other without getting out of the water. The Fox river, for the first eighteen miles,

is much broken by rapids, and the loading of boats has to be frequently taken out to enable them to make the ascent. This is a troublesome business, but to wheel over the same quantity of goods would be infinitely more so. Inconvenient, therefore, as this communication is, it has been of incalculable service to the fur trade, in the way of facilitating transportation. The same boats which leave St. Peters land their freight at Mackinac. There are some beautiful Lakes linked together by the Fox river. Lake Winnebago would win applauses from even those who are familiar with the scenery of the New York Lakes. And Lake Le Bœuf is a vast wild-rice field, where a good harvester might gather millions of bushels of very palatable and nutritious grain, the like of which has been growing there year after year for ages without any aid from the plough or the sower's hand. And it is well worth while to go to Fort Winnebago, to see the two rivers flowing there, one the one way, and the other the other, with no barrier between them but a marsh meadow, their counter currents almost parallel for a mile or two, and then turning off nearly at right angles, the Fox to empty into the gulf of St. Lawrence, and the Ouisconsin into the gulf of Mexico! Two more divergent and remote destinations could hardly be traced out with a pencil on the map.

HORATIO GRATZ MYERS.

The dead frequently leave behind them useful admonitions to the living. History is the great chart of the actions of men, and is but little more than the biographies of the actors. An immortality is thus given alike of the virtuous and the profligate, affording at the same time useful lessons to posterity. The mind is more readily awakened and interested, in the recital of the actions of the blood-stained pirate or brutal murderer, than the even tenor of a good man's ways. Hence it is, that in this brief notice of an estimable young man, there will be nothing to awaken that curiosity for the awful and atrocious, which will interest the many. But all those who delight in tracing the workings of a pure heart, the manly bearing of spotless honor, or the glowing of those generous and ardent feelings which spring from the best affections of our nature, will yield the tribute of a tear to the memory of HORATIO GRATZ MYERS, lately a Passed Midshipman in the Navy of the United States.

Midshipman Myers was born in Georgetown, South Carolina, on the 13th day of August, 1808. His parents were Mr. JACOB MYERS, and Mrs. MIRIAM MYERS the daughter of Mr. SOLOMON

ETTING, of Baltimore. It was the misfortune of Horatio to lose his mother nine days after his birth. Those who knew this excellent, accomplished and intelligent lady can well attest how grievous was this bereavement. 'Tis true that his paternal grandmother and aunts reared him in his infancy with the utmost tenderness and affection; yet it is equally true, that no kindness or devotion can supply the untiring care and ceaseless solicitude of a mother's love. The sacred fountain of nourishment was gone forever, nor could it ever be equally well supplied. Those who have known a mother's love, know how to deplore a mother's death. At the age of eleven months, at the earnest entreaty of his maternal grandparents, he was removed to Baltimore and lived with them. Under their immediate care he was educated and fitted for a life of usefulness. As his mind and heart gradually unfolded, he became the more endeared to his friends and relatives. His father had always anxiously desired to see his son in the Navy of his country, and to that earnest desire he most dutifully responded; and from the seducing allurements of luxury and ease he entered upon an arduous profession. In the winter of 1825 he obtained a Midshipman's warrant, and in 1826 he was ordered to the *Brandywine*, the flag ship of Commodore Jones, then about to sail with the sloop of war *Vincennes* for a three years cruise in the Pacific Ocean. Just before embarking he had the misfortune to lose his father. He bore up under the affliction with manly fortitude, and seemed the more desirous of pursuing his new profession. Had he listened to the earnest entreaty of many of his friends, he would now have retraced his steps. The wishes of a respected and beloved father he was determined to consummate at every sacrifice. That which was a duty to the living parent he considered a more imperative obligation now that he was no more. And although he had not yet formed any acquaintances among the crew, his gentlemanly deportment attracted the attention, and won the esteem of his brother officers, and even the older seamen, who had breasted *the battle and the breeze*, were interested in his behalf. It was indeed a trying situation to a youth, of eighteen years of age, in the green hour of his grief, just risen from the couch of luxury and ease, entering upon an arduous profession which was yet to be acquired, among perfect strangers, a voyage of many thousand miles over the waste of waters, and an absence of years from those to whom he was most intimately and tenderly attached. All was overcome, and if a sigh escaped him when the seamen manned the capstan and sung out '*yo-heave-o*,' it was from a bosom so pure and a source so natural and ennobling, that he would have been less than man had it been otherwise. The cruise of the squadron was protracted beyond the anticipated period for its continuance, and on its return the young seaman again pressed the land of his fathers. He was stationed at the Navy Yard at New York after leaving the *Brandywine*, where he was to remain until the Board of Officers for the examination of midshipmen should take place. This examination was had at Norfolk, and he was passed with

many others, and thus was fairly on the list for preferment in the ordinary routine of vacancies.

After the conclusion of the examination, he applied for leave of absence which was most readily granted; and he forthwith visited his immediate friends and relatives. It was now for the first time that he was permitted to kneel at the tomb of a beloved father, and in the midst of the solitude of the dead, to let the tear that coursed his cheek, tell his sorrows and his sufferings for the most heart-rending of all bereavements, the orphanage of the grave. Never did a purer heart or more devoted affection, sacrifice at the altar of filial love and reverence. The WATCHERS around the throne of eternal light, might have breathed his prayers, nor offended the majesty of heaven. Oh, no! we can never be partakers of immortality, if the indulgence of the best affections of our heart be not the most grateful sacrifice to the deity.

After a respite from duty of a short period, midshipman Myers was ordered to the Constellation frigate, then under the command of Captain Read and bound to the Mediterranean to join the United States squadron in that sea. Here he had a wide field for improvement, for all around him was classic ground. His letters to his friends during this cruise proved his rapid advancement in intellectual acquirements.

After an absence of three years the Constellation was ordered home, and with heartfelt longings his friends looked to the hour of her arrival. Anxiously did they again wish to press him to their bosom, and hang with delight upon the recital of his cruise; to receive the tokens of affection he had treasured up for their acceptance, and to trace in manly form the many virtues that budded so beautifully in youth. As hope is most buoyant when the affections of the heart are warmest, so is that grief the more poignant when all our most cherished anticipations are forever blasted. An inscrutable Providence had willed, that he should never again see the objects of his affection. The Constellation visited Mahon in August, 1834, at which place, on the 15th September following midshipman Myers was attacked with cholera and survived but eighteen hours. The following letter from Doctor Morgan of the U. S. N. to Doctor Myers of the U. S. A., a brother of midshipman Myers, is so just in its estimate of the character of the deceased, that I cannot refrain from its insertion.

PHILADELPHIA, June 8th, 1835.

Sir,—I have just received your letter of the 14th December, in which you request to be informed of the last illness of your late amiable and excellent brother H. G. Myers.

Although I was very intimate with him we seldom adverted to family affairs, and until the receipt of your letter I was not apprized that he had so near a relation.

Immediately on hearing that your grandfather lived in Baltimore, I wrote him and gave him all the information concerning this great affliction to your family which the occasion seemed to require.

Your brother had suffered considerably from a strumous affection, cutaneous and glandular, for upwards of a year. I had directed Iodine baths—regi-

men—exercise—travelling, and every thing that would promote his comfort of body and mind. He was much benefitted, and after spending most of the winter and spring in France and Italy, he was, on our return to Mahon in August, apparently doing well and by the continuance of the Iodyne I had just hopes of his permanent cure. About the middle of September the epidemic cholera appeared at Minorca with its usual malignity, and he was the first person seized with it on board the ship. He was taken on the morning of the 15th September, and notwithstanding the assiduous employment of all the usual remedies he survived only about eighteen hours.

The only consolation I can offer you is that he was nursed carefully and tenderly by his friends, when every heart was warmed with generous sympathy; and though in the early stage of the disease he suffered a good deal from the spasms, yet they after awhile abated, and he died without pain. He was interred with becoming military honors at Villa Carlos (Georgetown,) and a handsome monument has been erected by the officers with the following inscription, which I composed as a sincere but feeble tribute to his virtues:

"In memory of HORATIO G. MYERS, a native of South Carolina, and late a past midshipman on board the U. S. Frigate Constellation—who died at Mahon after a short but severe illness, on the 16th September 1834, deeply regretted by all his brother officers. A well cultivated mind, united to a pure and exalted moral worth, with social qualities the most able and refined, had endeared him in no ordinary degree to his friends and associates, who have placed this stone to protect the remains of one who never caused pain to any heart, until in his sickness and death."

I should not have failed to communicate his death but for the circumstances I have already mentioned. Your brother maintained uniformly that exemplary character which commands the respect of the worthy, and though his life was too short for his relatives and friends, yet he lived with honor, was beloved by all, and seldom have I witnessed such general and sincere regret as at his death.

With proper sentiments of sympathy for this your bereavement, I am, dear sir, your obedient servant,

MORD. MORGAN, *Surgeon U. S. Navy.*

It would be doing injustice to the deceased to withhold the letters of Captain Read, and Mr. J. B. Cutting, of the United States Navy; the first addressed to the brother of the deceased, and the latter to Mr. Solomon Etting the grandfather.

PHILADELPHIA, 31st December, 1834.

Dear Sir: Your letter of the 14th inst., asking for information with regard to the sickness and death of your lamented brother, has just reached me, and I hasten to perform this melancholy duty.

Your brother, passed midshipman H. G. Myers, had for a long time been indisposed from a complaint which Dr. Morgan did not think he would ever entirely recover from. From time to time however, he had been on duty, and appeared ambitious of acquitting himself to the satisfaction of those placed above him in authority, which he not only succeeded in, but acquired their warm regard and friendship. He was in ill health during the summer of '33, and obtained permission to remain on shore during the sojourn of the ship at Leghorn. On our going into Toulon to refit in February last, he asked and obtained permission to live at Marseilles, for the purpose of taking the benefit of sulphur and other baths. We left that port on the 31st May, when he appeared to be benefitted by taking the course which had been prescribed for him by Dr. Morgan, the surgeon of the ship.

In June we visited Leghorn, when he expressed a wish to go to Rome with some officers of the ship. Dr. Morgan recommended it, and I granted permission. During the whole time he was absent, and on his return, he complained of being ill, and frequently was heard to say he could not live much longer. We returned to Mahon on the 12th August with a crew as healthy as it was possible to be. The officers and men enjoying themselves on shore when the duties of the ship would permit, and all in the most perfect health,

except your brother, up to the 14th September, when a disease which had made its appearance some time before on the island, broke out on board, and your brother became the first victim of its rage. The character of the disease was not for some time known, but from the manner in which your amiable and excellent brother was attacked and his rapid dissolution (having died in 18 hours from the time attacked) there was no doubt left of its being cholera. He had eaten some peaches the evening before and attributed his sufferings to this circumstance; but the truth was that we had been visited by the Asiatic or spasmodic cholera, and his was the first case. Several officers were slightly attacked soon after, but having good constitutions and by taking medicine in time were saved. In three weeks after, we had lost by this fatal disease twenty of the most healthy, robust and most useful men in the ship.

If it will (and it is natural it should be a consolation to you to know that your brother received every attention from the officers of the ship) prove to be a mitigation of your sorrow, I can with truth say that from the Commander down to the meanest individual, every thing that could be done for the amiable person in question was effected in sickness, in death, and in the last scene. A subscription was proposed to have a neat and appropriate Tomb erected to his memory, every officer from the Captain to the Midshipmen assuming his proportion of the cost. Mr. Valls, of Mahon, undertook to have the monument executed and erected, and funds were placed in his hands by the purser (Mr. Colston) for this purpose. Dr. Morgan wrote the epitaph, which I am sorry I cannot send you a copy of (not having it in my possession) but Dr. M. will, on application, be happy to do so.

Should you wish further information on this melancholy, but interesting subject, Dr. Morgan will furnish you with all the particulars.

I am, sir, with great respect, your obedient servant,

GEORGE C. READ.

December 1st, 1834.

MY DEAR SIR: I should be doing violence to my sensibility if I did not give utterance to the condolence I feel with the relations of Horatio G. Myers, late passed midshipman in the U. S. Navy, who died of cholera, attached to the frigate Constellation. It had been my good fortune to have been closely associated with the deceased for more than six years, during which time he gave such repeated proofs of nobleness of disposition, manly bearing and personal friendship for me; his death has created a sentiment of sorrow not unlike that of a brother whose attachment had been unceasing through the many trials incident to a life of privation. I can add the respect for his talents and character by his comrades was remarkable, and that the service has lost a valuable member, his family and society an estimable man; and that in common with his nearest relatives, I shall never cease to cherish the most affectionate recollection of him, as well as the greatest for them, and beg them to be assured that this short notice springs from a person whose sincere regard he had. Though immeasurably deficient in portraying the high toned virtues of this friend of my early youth,

With great consideration,

JOHN B. CUTTING, U. S. Navy.

The writer can add nothing to the high encomiums of these gentlemen, of the many virtues of the deceased. Knowing him from infancy to his death, he can fully attest to the correctness of all that they have said.

It is somewhat singular that the subject of this notice, should have been born at Georgetown, South Carolina, and have died at Georgetown, in the Island of Minorca. He was born on the 13th of August, and the Constellation arrived at Port Mahon on the 12th of said month. The service has lost one of its members that would have been an ornament to it, and his friends have lost one whose memory they will forever cherish and love.

From the London Metropolitan for September, 1835.

**REMARKS ON THE ENGLISH NAVY, AND THE NECESSITY
OF A NAVAL BREVET.**

We are aware that there are many other reasons, besides expense, which induce visionary and revolutionary partisans to rail, as they do, against the army and the navy, now that their services are supposed to be no longer required.

Next to the interest of the national debt, the heaviest tax upon our heavily taxed country, is the dead weight, or the pension and half-pay of the army and navy. That both services are much more extensive than we require, even in time of war, is undeniable, and the nation have therefore grounds of complaint. But if what is done cannot be undone without injustice, it is at the same time imperative that some steps should be taken to relieve the country from a burthen which every year it will be less able to support. Of the pensions there is little to be said; they were granted upon much too liberal a scale, but time is rapidly providing a remedy for the evil. It certainly appears but just, that after twenty-one years' servitude a man should be entitled to a pension; but it was overlooked at the time that thousands had entered the service at so early an age, that they had accomplished their servitude in the prime of life. The great error was not stipulating that not only they should prove a servitude of twenty-one years, but also that they had arrived at a certain age, (say, fifty-five or sixty;) so that, although the party had retired upon a well-earned pension, there should have been a fair prospect of his not remaining too long as a burthen to the country. This was the more necessary, as during the first years of his servitude he was learning his duty, and was hardly worth his provisions and his pay. But we shall dismiss this subject with the remark, that such a regulation should now be made; and in proceeding to the question of halfpay, we shall confine ourselves to the navy, as what we have to bring forward relative to that service will, with some modifications, be equally applicable to the other.

We do not accuse the nation of ingratitude. When they required our services they were liberal and grateful, but the times are sadly changed. We can remember the time when the navy was the delight, the pride, the cherished portion of an enthusiastic country—when every gazette was filled with the details of its prowess, and every port with the proofs—when victory after victory was the source of universal congratulation and exultation in every county, in every town, and even in every house, in the united kingdom—when it was looked upon, as it really was, as the bulwark of the nation—when even the appearance of a little midshipman in his uniform at one of the theatres, would create more sensation than that of the reigning belle of the metropolis,

or even royalty itself. What are they now? Dead weight. Their services are no longer required, and the expense is enormous.—Like a man who in his ardour has made a large settlement upon his mistress, which when he is tired of and has abandoned her, he pays with the utmost reluctance; so has the navy now become a source of discontent and unwilling expense to the nation. This is but natural; we must take man, whether in a mass or as an individual, not as he ought to be, but as he is, and expect no more. We can expect no other feeling in the present exhausted state of the country, even if the navy list was not larger than what it should be; but this is not the fact; it is much larger than would be required even in time of war, and therefore, if it is to remain so, the nation will have just grounds of dissatisfaction. On the other hand, there has been great hardship suffered by a portion of the navy, as we shall show hereafter. There are many points to be considered, not only as to the claims of the navy on the one hand and the country on the other, up to the present time, but also as to what force ought to be kept up by the nation in time of peace, so as to hold herself prepared for war. It is our intention to enter fully into this subject, and to try whether we cannot reconcile these conflicting interests, and propose such measures as will eventually relieve the country, without injustice to a service to which she is indebted for her present pre-eminence, and without whose services she can never expect any future security.

We have said we have no reason to accuse the nation of ingratitude, and, notwithstanding, a portion of the navy have been unfairly treated. We have acknowledged that the number of officers on the list are more than requisite even in time of war; but it also must be remembered, that large as the number is, it would have been much increased if every officer had received his deserts. The latter fact is as undeniable as the former. At the time that England was at war with the major part of Europe and America, not only were her ships but half manned, but there was a dearth of midshipmen. How many midshipmen were serving at the end of the war, it is impossible precisely to say, but allowing the ships to have had but two-thirds of the complements allowed, there could not have been less than six or seven thousand. At that time the country required their services, and the services of a midshipman are of more value than has usually been imagined. They are the link between the officers and the men, which, if not complete, the chain of discipline would be broken. But we are not now to expatiate upon the value of midshipmen. The case between the midshipmen and the country is simply this. They entered the service at a time when their services were important, with the hopes of promotion and provision for life. The service is one of activity, hardship and danger, and of such a peculiar nature as to unfit them for any other profession. They have spent the flower of their existence in the service, and now that the country no longer requires them, is it fair or just to throw them on the wide world without indemnification? Such was the case of the midshipmen, and the

country had to choose between an increase of her burthens, or be guilty of injustice. It is now twenty years since the close of the war, and we now inquire, what has been done? We reply, that much has been done, more than the exigencies of the nation could well afford, much more than it can continue to sustain. At the close of the war, in the year 1815, six hundred and sixty lieutenants received their commissions, and since that year up to the present, the whole number of lieutenants made amount to upwards of 1800. This cannot be considered as unhandsome on the part of the nation. The fact is, that since the peace, the promotion in all classes has been very considerable, as we shall prove by the navy list.

| | |
|--|-------|
| Total list of Post Captains, 766, out of which made since 1st Jan. 1815, | 359 |
| Commanders, 850, | 553 |
| Lieutenants 3,084, | 1,833 |

But large as this promotion appears to be, it must be recollected that we have had twenty years of peace, and during that time one half of those on the navy list at the close of the war, now sleep with their fathers. The country, therefore, has not had an increase of burthen, at least we believe not, further than what it suffers from a decrease of means. Let it be remembered, that out of the six or seven thousand midshipmen who were serving at the close of the war, only 1,838, or about one-third, have obtained their rank—indeed, not so large a portion, as a great many on that list of 1,800 did not enter the service until after the peace. What then have become of all the rest? After serving fifteen, twenty, or twenty-five years in a subordinate rank, they have been refused employment, or have retired disgusted and heart-sick from hope deferred. Those who have had friends to assist them have turned to other sources of livelihood, and we are grieved to add, that too many who, by their valour and their zeal, have contributed to the glory of their country, have lain down and died of a broken heart. Yet to have done justice to all was impossible. How heavy the responsibility then of those in power, who may have turned a deaf ear to merit, and for political and party interests may have bestowed the meed upon the undeserving! We have entered more fully upon the hard case of the junior officers, as we shall eventually prove that the effective state of the service will wholly depend upon the arrangements which may be made relative to this class.—That there is much discontent and grumbling among the higher grades is certain; but the fact is, that every one is apt to value himself too highly. We grant that in some cases it is well founded, but in most without a cause. Length of servitude is a claim invariably brought forward; but, at the risk of offending many, we are much inclined to dispute this claim. Long service during the peace certainly is no claim to promotion, and long service during war without promotion, (we refer to the higher grades in the service,) although there is occasionally grounds of complaint, in most cases proves either that the party was not deserving, or that there were others who were more deserving than he was. That the pa-

tronage of the Admiralty has been, in the hands of our respective governments, a strong engine of political power, and that hundreds have been made from favour and affection, is not to be denied; but we have carefully watched the naval service for many years, and we will say, although many have been made without claims, that seldom to our knowledge has a claim for gallantry and good conduct been brought forward without having been acknowledged. We will conclude these remarks by pointing out that the half-pay of the navy must be considered in the light of a pension to those who are no longer able to serve, and as a retaining fee to those who are. No officer can draw his half-pay without taking an oath that he has no other office under government, and is not in the service of any foreign power; and no officer can leave the country without permission, and renewing that leave as soon as it expires.

We have stated the case fairly between the English navy and the country up to the present time, and we have now to consider what measures can be taken so as to relieve the nation, and at the same time to ensure a sufficient number of officers, should their services be required in a war, and that without injustice to any party. But before we enter into this subject, it is necessary that we should point out—

1st. That our navy is not only too extensive and too burthensome, but that it is even larger than we require in case of war.

2d. That from circumstances, and under the present arrangements, it is ineffective in parts, and that extensive as is the list, we shall not be able, in case of war, to find the officers we require in every department.

Having established these facts, we will then proceed to point out by what means the expense may be reduced, and the service be rendered effective, without injustice to any party.

Let us first examine what is the actual force of our navy which can be brought forward in case of a war. In so doing we shall include all ships building. At a rough estimate, but quite sufficient for our purpose, our naval force consists of one hundred sail of the line, one hundred frigates, and one hundred and thirty-five sloops and brigs. We have taken them according to their ratings and classes, and find that to man them all with the officers allowed, we should require

| | Post Captains. | Commanders. | Lieuts. |
|--------------------------------------|----------------|-------------|---------|
| | 201 | 134 | 1,402. |
| Our N. List holds on it as effective | 766 | 850 | 3,084. |

not including nine retired post captains, and one hundred and eighty-two retired commanders. If it be inquired whether we consider the naval force in shipping which we have mentioned above as sufficient in time of war, we reply, that it is more than sufficient to meet most exigencies, and at all events quite sufficient to commence a general war. During the latter part of our conflict, in which America was also opposed to us, our force was too

much frittered away in smaller craft and not sufficiently concentrated. We had more vessels, but not so effective a fleet upon the whole.

It may be as well to observe here, that to complete the same force with the mates and midshipmen *allowed* to be rated on the books of the different vessels, we should require of the junior officers 3,152. This does not include the volunteers of the first class, who would amount to 1,406, making a total of 4,558 junior officers necessary for their equipment. We shall refer to this hereafter.

We have not at present a list of the vessels in the French navy, but, as near as we can recollect, it amounts to more than half of our own in the number of the vessels. We have, however, a list of their officers for 1835, which we will put in juxtaposition with our own.

| Admirals and retired. | | Post Captains, and retired do. | Commanders, and retired do. | Lieutenants. |
|-----------------------|-----|-----------------------------------|--------------------------------|--------------|
| English | 208 | 775 | 1,034 | 3,084 |
| French | 29 | 140 | 89 | 435 |

We think that we have fully established that our navy list is much larger than is required even in time of war, or than the country can afford to maintain, and we shall now proceed to our second assertion, that, from circumstances, it is not effective in all its departments.

We feel that we enter upon rather a delicate subject—one which may procure us the ill-will of men whom we admire and we respect—men of whom the nation have justly reason to be proud, and yet, after all, we are only about to tax with a misfortune, and not a fault; and further, we are not going to be so invidious, as to select any one individual, but to make general remarks. What we are about to assert is an unpleasant truth, and we must therefore trust to the better feelings of the parties resuming their ascendancy after a few hours' reflection, and a few twinges of the gout and rheumatism, at the time that they read this portion of our article. They are welcome to throw down the Magazine, and vent their anger in the words of the old commodore—

“What no more to go afloat, blood and fury, they lie,
I'm a sailor, and only——”

—if they were only *three score*, we should have been premature in our remarks, but the fact is, that many of them are much nearer four score, and therefore we shall assert, by another portion of the song—

“That the bullets and the gout, have so knock'd their hulls about,
That they'll never more be fit for sea.”

Of course, we refer to our present list of admirals. We are aware of the exceptions, but they only prove the truth of the general assertion. The fact speaks for itself. During the rapid promotions to the list of admirals, it was seldom that an officer obtained the rank until he was past fifty. If he did, he was considered as a young admiral. Now to fifty add twenty years for the peace, and the sum

will be seventy. We believe that we know the age of every admiral in the service, and have the paper in our possession. We will not print it, as some of them flirt a little yet, but we find by this list that the *average* age of the admirals is seventy-six. We do not mean to say but that many are now just as competent, as full of zeal and energy, as ever they were; but this we do say, that however fresh they may be in their intellects, their constitutions will not, after a twenty years' residence on shore, bear up against the fatigue and constant excitement of a sea life, and that a couple of winters in command of the channel fleet would lay the majority of the list under hatches; and we assert it too with the conviction that death has more trouble in killing an old admiral than any other class of people. Still they must haul down their flags to him at last.

We have been looking over the list, and decide that Sir Edward Brace is the freshest man among them. Hardy is moored at Greenwich, much too soon for his country's good: and as for Sir George Cockburn, we require him as First Lord of the Admiralty, a situation he should have held some time ago. But we forget that we were not to mention names; we were about to select those who are still serviceable, but by so doing we should imply that those not mentioned were not so, and therefore we must adhere to our general assertion.

We cannot help here remarking, that it is a strange anomaly putting a civilian at the head of the Admiralty; and it is most indefensible, for the reason, although not avowed, is as discreditable as it is notorious. The asserted reason is the very contrary from the true. They say that an admiral who has been so long in the service, must have a great many followers, and that he will show partiality in promoting them. Now, that an admiral of eminence will have followers is certain, and that he will prefer advancing those with whose merits he is well acquainted, is not surprising; but surely, if an officer has by his courage and conduct raised himself so conspicuously as to be selected to fill so high a station, it is but fair to infer, that those whom he has taken under, and who have proved themselves deserving of, his protection, must be officers of merit, and are worthy of being selected. But the above reason is not the true one; it is, on the contrary, as follows, and was introduced during the height of old tory misrule. Government discovered, that with a naval First Lord, the patronage of the Admiralty was not so wholly at their disposal as they could wish. They found that a naval lord not only could fully appreciate, but would consider, the claims of the officers, and preferred rewarding services done at sea, to services done to government; and this did not suit them. As for talking about the First Lord having naval lords as advisers, that is nonsense. Advisers have no power, and moreover, no responsibility. If the nation is really anxious for economy during peace, and energy during war, and justice being done to merit, let them have a naval First Lord of the Admiralty, and certainly, of all the officers now on our list, there is no man so competent, and in every respect so well qualified, as Sir George

Cockburn. At the same time that we give our free opinion on this point, let it not be supposed that we would infer that there have not been lay first lords who have wished to be impartial, especially latterly; but they have laboured under a great disadvantage in not understanding the routine of the service, or not being able to appreciate the various claims; they have been obliged to trust to the advice and opinion of others, who are without responsibility, until they have been seated a sufficient time at the board to understand the routine of the service, and to disembarass themselves from leading-strings.

With every respect for the admirals at present on our list, we must invalid the majority for harbour duty, and assert, that if a war should in a few years hence break out, we should not be able to select a sufficient number, as nearly all, from age and infirmity, would be prevented from accepting a command. Now there is no portion of our navy which it is so imperative should be effective, as the list of admirals. The responsibility of an admiral is immense, for on the fleet which he commands may, as it more than once did, during the last war, depend the safety of the nation. And be it observed, that allowing most of the present admirals on the list to have passed away, and their vacancies to have been filled up by the *senior* captains, we should not be better off. There is little or no difference between their respective ages, for although we have so many young men on the post list, yet the average age is sixty, owing to the advanced age of those who are on the top of it. Here then the service is, and if some remedy be not applied, will, when required, prove to be, *vitally ineffective*.

That the lists of post-captains, commanders, and lieutenants, are effective, there can be no doubt. We shall therefore pass them over, and proceed to those who are not on the list—the midshipmen, whose cause we must plead, not only on account of the injustice with which they have been treated, but also because we are convinced that it is one of the utmost importance, if we wish to retain an effective navy. It is universally acknowledged, that there is no service in existence which has done its duty better, or been more valuable to a state, than the navy of Great Britain. Yet, strange to say, it is the only service which we know of, in which young men are induced to enter, without any surety of future benefit or indemnity for their exertions. The case of the thousands of midshipmen who were cast adrift at the close of the last war, is a proof of our assertion, and we exclaim against it as an act of cruelty and injustice. That the admiralty have felt the truth of what we here state, and at the same time have been obliged to extend to them nothing but *pity*, in consequence of their hands being tied up by the necessities of the state, is most certain; and although not warranted in redressing former grievances, they have made such regulations as in future to prevent the admission of so many into the service. This has been judicious and considerate, as it will give a better chance of promotion to those who now enter, (what that better chance may be, we will show directly,) but at

the same time, in this view of the question, we are on the horns of a dilemma; either we shall at the commencement of a war not have sufficient junior officers for our fleets, or we must admit more into the service, without, indeed, we again resort, as was the case at the opening of last war, to the plan of putting the men before the mast on the quarter deck as officers; the very worst plan that can be resorted to, and the bad effects of which have but very lately disappeared from the service. We have stated, that to man our present naval force, we shall require 4,538 mates, midshipmen, and volunteers. As the latter are always to be procured, we shall base our calculations upon the mates and midshipmen. The number allowed by the rules of the service to man our present navy, is 3,152; and we cannot do without them. It is astonishing how much the discipline suffers from the want of midshipmen, and it should be here observed, that, during the war, ships were permitted to, and did, bear many more on their books than the prescribed allowance. Let us examine what prospects we have of obtaining this supply in case of a war, and in so doing, we must assume some period to which we may calculate. We will say five years. The number of midshipmen still *hanging on* in the service, is not very easy to be obtained, still we can very nearly approximate to the truth. There are ninety seven vessels at present in commission, and the number of mates and midshipmen allowed to be borne on their books is six hundred and sixty-one. By an admiralty order, to provide for a portion of those who otherwise might starve, each ship is permitted to bear two Admiralty midshipmen in lieu of two men. We shall take it for granted that all these vacancies are filled up, and they will amount to one hundred and ninety-four. Then there is another employment found for midshipmen now-a-days, in which if they do not learn all their professional duties, they at least learn one part of them, which is, to *keep watch*: we refer to the coast guard, and we believe we are correct in stating, that every lieutenant employed on this service is allowed two midshipmen. The number of lieutenants employed are three hundred and eight; we may therefore calculate that there are six hundred and sixteen midshipmen walking the beach, and *sniffing the gale for gin*. These three items will give a total of 1,471 midshipmen and mates. The last time that the Admiralty attempted the census, we are informed that the calculation was about 1,700, but we prefer taking the smaller estimate.

We must next proceed to ascertain the proportion of volunteers now in the service, and what may be the increase of our junior officers in five years, according to the present regulations.

The ninety-seven vessels in commission as the peace establishment, are allowed, at the time that they are fitted out, to enter on those books four hundred and thirty-six volunteers of the first class. Now there is little difference in our peace establishment from year to year, one ship replacing another that is paid off, and each ship is retained in commission for three years. It is true, that by the regulations of the Admiralty, a volunteer may be rated as a mid-

shipman, after having served two years in that capacity; but as there are but seldom vacancies, this permission will not much increase the number. We may, therefore, as four hundred and thirty-six are allowed to be entered every three years, estimate the annual admission at one hundred and forty-five.

We will just examine whether, in five years, we shall have a sufficiency to meet the demand which may be required. We have in the service 1,471, and 145×5 years, will give $725 + 1,471 = 2,196$ midshipmen, making no allowance for casualties or promotion. We have shown that the lowest number required will be 3152.

But the above is of little consequence compared to the other view, which we are now about to take, of this question, which is, as to what are the prospects of those young men who are now in, and continue to enter the service; and we submit, whether in justice even the small number of one hundred and forty-five per annum ought to be permitted to enter the service, if the present regulations are adhered to. What is the rate of promotion now-a-days? Let us examine the navy list, and take the four last years.

| | | | | | | | |
|---|---|---|---|---|---|-------|----|
| Lieutenants promoted in 1831 | - | - | - | - | - | - | 37 |
| Ditto ditto 1832 | - | - | - | - | - | - | 46 |
| Ditto ditto 1833 | - | - | - | - | - | - | 38 |
| Ditto ditto 1834 | - | - | - | - | - | - | 40 |
| | | | | | | 4)161 | |
| Mean promotion of Midshipmen to Lieutenants | - | - | - | - | - | - | 40 |

As this promotion has been regulated by a plan of not promoting one lieutenant until three are off the list, it may be taken as the general average of future promotion. Now, one hundred and forty-five young men are entered into the service every year, out of which only thirty-eight can receive their commissions, and we have already 1,471 midshipmen in the service, most of whom have already served their six years, and passed their examination.

Let us first calculate how long it will be, at the present rate of promotion, before these 1,471 will all have been promoted. It will be between *forty* and *forty-one* years!! And the evil will, each year, be on the increase; for assuming that we have twenty years peace with the same regulation holding good—

| | | | | | |
|--|---|---|---|---|-------|
| Midshipmen already in the service | - | - | - | - | 1,471 |
| Volunteers brought forward in 20 years | - | - | - | - | 2,900 |

40)4,371(109 years.

So that, entering the service at twelve years old, some of the midshipmen will have to attain the age of one hundred and twenty-one years, (that is if they can) before they obtain their rank!!!

This is a charming prospect of our young heroes, yet still it is undeniably the fact that such is the prospect before them. And yet if we wish to keep the service in any way efficient, we must enter these young men. Must not we, then, have recourse to some

other arrangements, by which the service may be rendered effective, and at the same time we may not be guilty of such monstrous injustice?

Having proved that we have a navy list much too extensive, even in the time of war, and also explained in what departments our service is defective, we shall proceed to lay before our readers a plan by which there would not only be a large sum saved to the country, but we should be fully prepared in the case of emergency. That this plan, if acted upon, would operate gradually, is true, as it will be only in full activity when a large proportion of the present officers on the list shall have died off; but to propose any other would be an act of injustice. Still, the sooner the plan is acted upon, the sooner the country will be released. The half-pay of the admirals, post-captains, commanders, and lieutenants, at present on our navy list, amounts to the sum of 760,000*l.* or nearly so. Our calculations were made a few months back, and the list has been somewhat reduced, still it is an approximation sufficient for our purpose. We propose to render the service much more effective, to do injustice to no one, to do justice to many, and at the same time to reduce the expense of the navy list to to about 428,000*l.*, which will be a saving to the country of about 332,000*l.* per annum. We will at once lay before our readers our proposed scale, to which the list should be confined, and then comment upon its provisions in detail.

| <i>Admirals 45</i> | | | | £ | s. | d. |
|--|-------|---|---|---------|----|----|
| Admirals, red, white, and blue 5 each, | 15, | at 2 <i>l.</i> 2 <i>s.</i> per day | - | 11,497 | 10 | 0 |
| Vice-admirals, ditto | 5 | 15, at 1 <i>l.</i> 12 <i>s.</i> 6 <i>d.</i> | - | 8,896 | 17 | 6 |
| Rear-admirals, ditto | 5 | 15, at 1 <i>l.</i> 5 <i>s.</i> | - | 6,843 | 15 | 0 |
| Admirals by <i>Brevet</i> | 155 | at 12 <i>s.</i> 6 <i>d.</i> | - | 35,359 | 7 | 6 |
| Post-captains | 300 | 10 <i>s.</i> 6 <i>d.</i> | - | 56,480 | 0 | 0 |
| Post-captains by <i>Brevet</i> | 100 | 10 <i>s.</i> | - | 18,250 | 0 | 0 |
| Commanders, | 200 | 8 <i>s.</i> 6 <i>d.</i> | - | 31,035 | 0 | 0 |
| Commanders by <i>Brevet</i> | 300 | 6 <i>s.</i> | - | 21,900 | 0 | 0 |
| Lieutenants, | 1,500 | 5 <i>s.</i> | - | 126,885 | 0 | 0 |
| Lieutenants by <i>Brevet</i> | 2,500 | at 40 <i>l.</i> per year | - | 100,000 | 0 | 0 |
| Expense of proposed navy list | | | | 428,127 | 10 | 0 |

Present Navy List, with amount of Half-Pay.

| | £. | s. | d. |
|-------------------|----------|----|----|
| 208 Admirals | - | - | - |
| 109 Post-captains | - | - | - |
| 150 ditto | - | - | - |
| 553 ditto | - | - | - |
| 150 Commanders | - | - | - |
| 841 ditto | - | - | - |
| 482 Lieutenants | - | - | - |
| 700 ditto | - | - | - |
| 2,225 ditto | - | - | - |
| | £759,950 | 7 | 6 |
| Proposed List | 428,127 | 10 | 0 |
| Saving to Nation | £331,832 | 17 | 6 |

REMARKS UPON THE PROPOSED ALTERATION IN THE NAVY LIST.

Admirals.—Although every lad enters the service with a firm conviction of his one day being an admiral, that is no reason why we should have two hundred and eight admirals on the list;* when, in the most active and extended war, we cannot find employment for thirty. The respectability of a service is not increased by the highest grade becoming too common, and forty-five admirals are quite sufficient for the dignity of the service, and more than sufficient for its demands.

Admirals by brevet.—Although forty-five admirals, receiving the full-pay of admirals, are quite as many as are required, still it does not always follow that among these forty-five we can find men who are competent for active service; and as it is of the most vital importance that our fleets should be entrusted to active and talented officers, we propose that there shall be one hundred and fifty-five admirals by brevet, taken from the list of post-captains, from which the Admiralty may select those whom they consider the most efficient, in case they cannot find them on the list of admirals. Admirals by brevet, when appointed to command as admirals, to be on precisely the same footing as other admirals, but with one exception, that they cannot be appointed as admiral of a sea port, that privilege being reserved wholly for the admirals.

There are two reasons which require that there should be admirals by brevet; the first is, in justice to those officers at the head of the post-captains list, who would wish to obtain their rank before they die, of which, if the list of admirals was reduced to forty-five, they would stand but a poor chance; and the other is of the greatest importance. There always has been a great difficulty in the naval service, arising from the post-captains obtaining the rank of admiral by seniority alone. This difficulty was apparent at the time when Nelson so distinguished himself as commodore. The Admiralty appreciated his valour, and wished to employ him as admiral, but to do so they were compelled to make a numerous batch of admirals out of those who were senior to him on the list, merely that they might be able to give him a command.

Now if this plan be acted upon, the difficulty will be removed. We propose that one hundred and forty brevet admirals shall be made from the head of the list of post-captains, out of which there can be little doubt but we can find the officers we require; but as it may so happen that the Admiralty may require the services of an officer, who is not so high on the list, or may, on account of his services, wish to pay him that compliment, we propose that fifteen vacancies are left to be filled up at the selection of the Admiralty, without regard to seniority. As this will be a new feature in the service, it should be carefully guarded by regulations, so as to prevent abuse, such as a certain length of servitude as post-captain,

*The list of admirals has been reduced by death, since these calculations were made. They are not now more than one hundred and sixty-five. Death has been busy with them, but we could not renew the whole on that account.

having received medals or orders, having been one of a whole who have received the thanks of the nation, &c. ; in short, it must be given for services alone. But these regulations should be made by the king in council.

Holding the rank of brevet admiral not to prevent the officer from taking the command of a ship as post-captain, where he may hoist his pennant as commodore, receiving but the pay according to the rating of the ship, unless he commands the squadron, and has been especially selected for that purpose.

Post-Captains.—We have already shown that the number of post-captains required for our service during war, does not exceed two hundred. We do not therefore, reduce the list too much in proposing three hundred, especially as there are one hundred post-captains by brevet.

Post-Captains by brevet.—We have continued the brevet through the list, from a desire of economy, and also because it will enable the Admiralty to reward officers with their rank with little extra expense to the nation. Post-captains by brevet to be appointed either to a post-ship or a sloop, receiving their pay when employed, according to the rate of the vessel.

Commanders.—The commanders' list is at present the most disproportioned of the whole, to the wants of the service. We have shown that one hundred and thirty-four commanders are about the number required for our service during war, and we have now, with retired commanders, one thousand and thirty-four on the list. We propose, therefore, two hundred, which, as there are two hundred commanders by brevet, will be more than sufficient for the service, and quite as many as the nation can afford to pay.

Commanders by brevet.—Commanders by brevet to be appointed to the command of sloops and brigs as commanders, or to act, if their services are required, as first lieutenants to post ships.

Lieutenants.—The number of lieutenants required for the service during war is, as we have shown, about 1,402, and we have therefore reduced the list to 1,500, not that that number would really be sufficient, were it not that we propose 2,500 lieutenants by brevet.

Lieutenants by brevet.—This is the most important point in the proposed alteration ; important not only as an act of justice, but as ensuring a supply of good officers.

In the first place, what can be more absurd than that a nation should incur the heavy expense of the pay and provisions of lads for six years, during which they are learning the duties of their profession, and then, as soon as they are rendered capable and efficient officers, of not securing their services, but turning them adrift ?

In the second place, what can be more inequitable than to induce a young man to abandon all his other prospects, and having unfitted him for any thing else, to tell him that you no longer require him, and that he may go to the devil and starve ?

It may be said, that the half pay of 40*l.* per annum is not sufficient ; we reply, that it is quite as much as the nation can afford ;

and as no young man is now permitted to enter the service unless his friends can allow 40*l.* or 50*l.* per annum, with their assistance it will enable him to shift until he obtains a higher grade.

But the pay is of little importance; the boon of a brevet commission would be gladly received, even without pay. At present these young men are positively nothing. Give them their rank, let them have their commission as an officer, and then they are *something*, and moreover their services are secured to their country.

We propose that there should be little or no difference in the full and half-pay of these officers, as the expense of their provisions when employed must be taken into consideration—that they should wear the half epaulette, or strap—only be amenable to a court-martial, and that the captain be justified in entrusting them with the charge of a watch, if their services are required. Nevertheless, they are to perform the duties of mates, when ordered to join in the capacity of brevet lieutenants, and remain with the midshipmen as before; they are, however, to have this advantage—

That they may be appointed to a ship as lieutenants, and during the time they are so employed, will mess with the gun-room officers, and receive all the pay, and enter into all the rights, of a full lieutenant, wearing for the time the uniform.

Midshipmen who have passed their examination, and are strongly recommended, to be eligible immediately to the rank, and without they have misconducted themselves, to be entitled to it after they have passed, and can show two years subsequent servitude. Once having received the brevet commission, to be under the same control as other officers, relative to employment in foreign service, and leave of absence.

We have now laid our plan before our readers; we acknowledge that it requires much canvassing, and that there are many points to be considered which we have not entered upon; but as no plan is at first perfect, it is better to give but the general outline, for if deserving of attention it will not be lost sight of, and the defect may be remedied. There is one point upon which we have not touched, the length of time necessary to serve in each grade. This must remain to be regulated. We must, however, observe, that the list being so reduced, the promotions should be suffered to take place from brevet to brevet. We mean to say, that a brevet commander may be promoted to the rank of a brevet post-captain, without it being necessary that he should have worked his way up to the full commanders' list; otherwise there would be little or no promotion. At the same time, a *portion* of each brevet list should be reserved, to be filled up by seniority from the list below, as vacancies may occur.

But it is unnecessary to enter into all these details at present. We have done our duty—we have pointed out the defects in the present system, and proposed a remedy. We have pointed out the injustice of the service, and shown a way of indemnification, and at the same time, we have had in view what is equally important—that economy and retrenchment which the exigencies of the nation

so imperatively demand. If this plan, with or without modification, should be adopted in the navy, we trust that it will be but a precursor to a similar arrangement in the army, where the disproportion between the demand and the supply is even more ludicrous. We have only two hundred and eight admirals, but we have about five hundred and twelve field marshals and generals, and staff officers without number; to that extent, indeed, that if our present army were divided among them, their respective commands would remind us of the army of one drummer, one fifer, and one private, commanded by the great general Chrononhotonthologos in the play, who dismisses them with,

“Begone, brave army—and don’t kick up a row.”

REPORT OF THE SECRETARY OF WAR,

Accompanying the President’s Message, at the opening of the first session of the twenty-fourth Congress.

WAR DEPARTMENT, November 30, 1835.

To the President of the United States :

SIR: In conformity with your instructions, and with the usage of this Department, I have the honor to lay before you a statement of its operations during the past season, and reports from the various bureaus, exhibiting, in detail, their respective proceedings, as far as these appear to be sufficiently important for communication in the usual annual statements.

The general positions of the Army remain the same as at the time of my last report. Some movements, however, have taken place, which it is proper should be specially brought before you.

Fourteen companies have been placed under the command of General Clinch, in Florida, with a view to impose a proper restraint upon the Seminole Indians, who have occasionally evinced an unquiet spirit, and to ensure the execution of the treaty stipulations, providing for the removal of these Indians. As soon as this takes place, these troops will resume their proper positions.

The regiment of dragoons has been usefully employed in penetrating into the Indian country; in exhibiting to the Indians a force well calculated to check or to punish any hostilities they may commit, and in adding to our geographical knowledge of those remote regions. Colonel Kearny, with one detachment, marched through the country between the Des Moines and the Mississippi rivers; Colonel Dodge, with another, made an excursion south of Missouri towards the Rocky Mountains; and Major Mason, with a third, joined by a detachment of infantry, was employed in duties connected with the assemblage of a body of Indians, at the Cross Timbers, near the Great Western Prairie; for the purpose of establishing permanent specific relations between the remote wandering bands and the United States and the more agricultural Indians, who have migrated, under the public faith, to that region, or who seemed disposed to improve their condition by more settled habits. The duties committed to these troops have been well performed.

The information concerning the discipline and *morale* of the army is satisfactory. The officers are engaged in a great diversity of duties, growing out of various acts of Congress, many of which have no direct connection with their professional avocations. These duties are satisfactorily executed, and the expenditures to which they lead are generally made with fidelity, and accounted for with promptitude.

I beg leave to ask your attention to the report of the Chief Engineer in relation to the state of the corps under his command. The number of officers in that corps is not sufficient for the performance of the various duties committed to it. The consequence is, that in some instances the public works have been neglected or delayed, and in others they have been prosecuted by those who had not the necessary professional skill and experience. Persons in civil life, possessed of competent scientific knowledge, will not often enter into the temporary service of the Government for such compensation as is provided by law for the engineer officers. The progress of improvement through the country creates a demand for those qualifications which are required in the military and topographical engineer service: and a higher rate of compensation is allowed than it has been the usage of this Department to grant. A gradual and moderate addition to the corps offers the only remedy for this state of things; and I am satisfied that considerations of economy, as well as a due regard to the proper execution of a most important class of public works, call for this arrangement.

The same considerations apply in a considerable degree to the Topographical Corps, and I ask your favorable consideration for the measure recommended by the officer at the head of it. One of the plans suggested will accomplish the object without any addition to the public expenditures; and will make adequate provisions for a branch of service connected with the defence of the country, and which has also the advantage of furnishing information that may prove highly valuable to every portion of the community.

Agreeably to a provision in an act of the last session of Congress, that part of the Cumberland road between the town of Cumberland and the Ohio river, has been surrendered to and accepted by the States through which it passes; and arrangements have been made by the authority of these States for the collection of such tolls as will keep it in proper repair. The funds appropriated for the completion of this road have been applied to the object, and will be fully adequate to its attainment. The work, with the exception of some of the bridges, and of a few necessary repairs, is nearly finished, and is passable in its whole extent. All accounts concur in representing it as constructed in the most faithful manner. Captain Delafield, who has superintended the operations, and the officers engaged with him, are entitled to commendation for the zeal and professional ability they have displayed.

The United States are exonerated from all future claims on account of this road, while competent provision has been made for its preservation.

The progress in the other works of internal improvement is shown in the report of the Chief Engineer. Among these, one of the most remarkable, as well from its importance as from the unexpected facility with which it has so far been executed, is the removal of the raft over Red river. An immense body of timber, extending one hundred and eleven miles along that stream, had covered a large portion of its surface, and interrupted all communication. This has probably been collecting for ages; and not only was this great natural highway shut up by it, but a fertile and extensive region along the river was inundated, and the whole country in its vicinity subject to local diseases having their origin in this submersion.

This work has been in progress, upon the present system, little more than two years, and the whole expenditure, including a sum of twenty-three thousand dollars, which was applied in previous experiments that failed, has been about one hundred and thirty-five thousand dollars. It is estimated that an additional appropriation of forty thousand seven hundred and thirteen dollars will be required to complete it; which with the sum of ten thousand dollars now in the Treasury, will make for the whole cost one hundred and eighty-five thousand seven hundred and thirteen dollars. The river has been cleared for a distance of eighty-eight miles, and there yet remain twenty-three miles of obstructions

to remove. This portion it is expected will be finished early in the next season, if the necessary appropriations are made in time.

Before the present plan of effecting this work was adopted, there were various projects suggested for its accomplishment; but the most sanguine projector could not have anticipated such a great physical change, as is already taking place, within the time and the means that have been devoted to the work. A loose estimate of the land which will be reclaimed and rendered valuable by this improvement, which has been made by Colonel Brookes, formerly Indian Agent in Louisiana, and intimately acquainted with the region upon Red river, places it at upwards of a million of acres; and it will form one of the most productive districts in the Union. This operation, as a mere matter of pecuniary value, will return many times the amount expended upon it.

I have brought the subject to your view at this time, not only on account of its intrinsic importance, but from the encouragement it affords to the introduction and prosecution of a system of improvement, by which the public lands upon the lower Mississippi, and some of its tributaries, may be reclaimed from their present condition, and rendered fit for agricultural purposes. Whether the object be attainable, within the limits of a reasonable expense, there are not satisfactory data for determining. But its great results to the country, in health, in power, and in wealth, are obvious.

No appropriations having been made at the last session of Congress for the prosecution of the works upon the fortifications, it has been deemed proper to submit additional estimates for these objects. And as some of the forts first commenced have been completed, estimates have also been approved by you for the commencement of others, which have been recommended by the Board of Engineers in the continuation of the system of defence devised by them and submitted to Congress. A number of our most important harbors and inlets are yet either wholly undefended, or so partially protected, as to render their situation altogether insecure in the event of exposure to hostile attempts. An adherence to the general plan of defence, and a gradual prosecution of the work as the national finances and other considerations may justify, seem to be demanded by a just regard to the circumstances of the country, as well as by the experience which the events of the last war forced upon us.

In addition, however, to these permanent fortifications, there are some of our most extensive roadsteads, in which floating steam batteries ought to be employed. Among these are the Chesapeake and Delaware bays, and the harbor of New-York. The peculiar situation of these estuaries, as well with relation to their exposure, as to the best measures for their defence, and the immense value of the navigation and commerce of which they are the outlets and inlets, render their security a matter of deep interest to the whole country. When the present system of defence was projected, I understand, the Board of Engineers contemplated the eventual construction of these moveable batteries, as a part of their plan. The great improvements which have since taken place, in all that relates to the application of the power of steam furnish additional motives for providing these co-operative defences. Alternately protecting and protected by the fixed batteries, these moveable ones will be found to be of the highest importance. In fact, with an adequate force of this description, stationed in the vicinity of our permanent military works, and enabled to take refuge under their cover, whenever necessary, a hostile fleet would scarcely venture to pass the position, and thereby expose itself to the hazard of annoyance in detail, and of being captured and destroyed, whenever a calm, a change of wind, or any other of the many accidents to which a maritime force is liable, might furnish a favorable opportunity for the action of the steam batteries. Our Atlantic frontier will not be properly secured till this means of efficient co-operation in its defence is introduced.

In my last annual report, I communicated the facts which appeared to render it proper that the operations upon two of the most important works, Fort Calhoun and the Delaware Breakwater, should be temporarily suspended. Experiments have been made to test the effects and probable extent of the causes which were in operation, and which threatened to injure, if not destroy, the utility of these works. It is believed that the depression of the foundation of Fort Calhoun is so nearly checked, that further danger is not to be apprehended. But, as will be seen by the report of the Quartermaster General, the experi-

ments at the Breakwater have not been so decisive as to settle the question connected with that work; and it has been thought best to ask of Congress an appropriation only for one hundred thousand dollars, which, under any probable circumstances, can be judiciously expended. It is to be hoped that the experiments which will be continued, and the scientific examination it is proposed to make next season, will furnish data for a just conclusion on the subject of this important structure, and indicate, either that the causes which have threatened to injure its utility have produced their full effect, or that they may be counteracted by some change in the original plan. This artificial harbor is too valuable to an extensive commerce peculiarly exposed, not to engage every effort in completing it and preserving it from destruction.

The report of the Visitors appointed to inspect the Military Academy, and the documents transmitted by them, are submitted for your consideration, together with the suggestions they have made, and which are calculated, in their opinion, to promote the efficiency of that institution. These annual examinations by a body of highly respectable citizens, called from various parts of the country, are not only useful, as checks upon any improper tendency to which all public establishments are more or less liable, but they are satisfactory, when they bear testimony to the value of the system, and to the correctness of its administration; and practically advantageous by the suggestions they offer. That improvements may be made in the several apartments of the Military Academy, cannot be doubted. Nor can it be doubted that a thorough examination by Congress of its various concerns, whether administrative, financial, or instructive, would be highly useful, and would tend to its permanent melioration. Its results, so far as these can be judged by the character, conduct, and qualifications of the officers of the army, about two-thirds of whom have been educated at this institution, have been decidedly beneficial. The standard of acquirement for the military profession, has been raised; habits of discipline and subordination, necessary first to learn, before the duty of command can be properly executed, have been acquired; elementary knowledge peculiarly adapted to a military life has been more extensively and accurately taught, and we have been better enabled to keep pace with those improvements, which the nations of Europe have made and are making in this important branch of modern science.

Agreeably to your permission, I have introduced into the estimates an additional sum for the armament of the fortifications. Without going into any unnecessary detail upon this subject at the present time, I will barely remark that this measure is called for by the actual state of our preparations, and by a provident regard to the duty of self-defence. If no increase takes place in this branch of the service, many years must elapse before our fortifications and arsenals are sufficiently provided.

A resolution passed the House of Representatives, at the last session, requiring the Secretary of War to procure certain information, having relation to the establishment of a national foundry in the District of Columbia. The information which has been collected will be communicated in obedience to the resolution; but I am so impressed with the importance of the measure, that I am induced to bring it to your notice in this report.

The United States have no establishment for the manufacture of cannon. The supplies wanted, as well for the field artillery of the army and militia as for the armament of the fortifications, are now procured from four private foundries; one near Richmond, one at Georgetown, one opposite West Point, and one at Pittsburgh; which appear to have been established, at several periods, in the expectation that their products would be received by the Government, as the public necessities might require, and at such prices as might from time to time be judged reasonable. As there is no private demand for this manufacture in our country, it is obvious that no person would make the requisite preparations, which are understood to demand considerable investments, and the employment of skilful workmen, practically acquainted with this branch of business, unless expectations of a just reimbursement were held out. Contracts for limited periods have from time to time been made, providing for the delivery of stipulated quantities; but, as I had the honor to communicate to you in my annual report of November 21st, 1831, the act of Congress of March 3d, 1809, seems to present serious difficulties in the way of such an arrange-

ment, and since that time no formal contract has been made for the supply of cannon. The proprietors of these foundries have been annually informed, that if the appropriations would permit, and if cannon of designated quality and size were fabricated, these would be purchased. In this manner the subject has lingered, without any action on the part of Congress, and without any authority on the part of this Department, to make more efficient arrangements. During the present year, the appropriation for the armament of the fortifications has been principally expended in procuring iron gun-carriages; and the foundries have not been employed in the fabrication of cannon for the military branch of the service. It is believed that this circumstance, by deranging their operations, has been seriously injurious, and, if it again occur, it may induce some of them to discharge the workmen specially employed upon this business, and who may hereafter be collected with great difficulty. The Government now depends upon this temporary and uncertain arrangement for the supply of this indispensable element of national defence. The circumstances which required a change, I had the honor to submit four years since. They have lost none of their force during the period which has intervened; and, independently of the considerations presented, having relation to the uncertain condition of these establishments, there are others, bearing upon the quality of the material and the workmanship, which render it important that the Government should be its own manufacturer of this article. The cost of cannon, while this is kept within a reasonable limit, is not an object, compared with the two qualities of strength and lightness. With the exertions of the present manufacturers of cannon, so far as the necessary facts are known to me, I have reason to be satisfied. But it is sufficiently obvious, that in a branch of business where a slight difference in the material, and slight neglect in the process, may produce irremediable mischief, and where, from causes not easily ascertained, these defects may disclose themselves in the midst of the most active service, and after the guns have resisted all the usual proofs, the manufacture of the article should be carried on where these neglects are least likely to happen; where, in fact, there can be no interest to use any other than the best materials, nor to employ any other than the most skilful artisans. Time and experience are necessary to found and perfect an establishment for this purpose upon a scale suited to our wants.

It does not seem necessary to exhibit in detail the number of cannon now in the possession of the Government, and distributed in its forts, arsenals, and temporary posts, and the number that will be required to complete the armament of the fortifications already constructed, of those in the process of construction, and of those projected, and the number necessary for the proper demands of field service. It is sufficient to observe here, that the quantity is far more than enough to justify extensive and vigorous arrangements; and this without reference to the accidents of time and service, which must always operate to reduce the stock on hand.

Such an establishment as the one contemplated could be employed as well for the Navy as for the Army; but, while I allude to its general usefulness, it is proper I should avoid all details peculiarly appropriate to another department.

The defective organization of the militia is universally acknowledged. But little practical utility results from the administration of the present system; and if this great element of national defence is worth preservation and improvement, it is time the whole subject should be examined, and that a plan, suited to the exigencies of the country, should be adopted. I am unwilling to believe that there are such inherent difficulties in this subject as to render it impracticable, or even very difficult, to organize this great force, so peculiarly adapted to our condition and institutions, and in such a manner as to render it active and efficient in those junctures when the country may be called on to exert its power. I presume few would be found to advocate the maintenance of a standing military force, adequate to all the purposes of peace and war. When, therefore, these exigencies arise, from which no nation can expect exemption, and which call for an extension of our physical means, we must resort to an increase of the army, or to the embodying of the militia. It is obvious, from the extent of the country, that we can never keep, at all the exposed points, such a permanent force as circumstances may occasionally require. The natura

and, in fact, the necessary dependence must be upon the militia ; and, if it be unorganized, we shall be found without the means to repel a foreign enemy, or to repress internal disturbances, should these evils occur. To depend upon organizing a system when the exigency arises, is to reject all the lessons of experience, and to procrastinate, for examination, what should then be the subject of action. Besides, a permanent plan of organization should be devised in a time of leisure and peace, so that it may be introduced and thoroughly known before the force provided by it is required to be exerted. It should, as much as possible, be ingrafted upon the habits of the country, and become a part of our institutions. The basis of an efficient organization of the militia must be a selection for instruction and service of that part of the population best qualified for these duties. Age and physical capacity present the proper considerations for such a selection. The principle is stated with his usual force by Mr. Jefferson, in his message to Congress of December, 1805, wherein he said :

"Whether it will be necessary to augment our land forces will be decided by occurrences probably in the course of your session. In the mean time, you will consider whether it would not be expedient for a state of peace, as well as of war, so to organize or class the militia as would enable us, on a sudden emergency, to call for the service of the younger portions, unencumbered with the old and those having families. Upwards of three hundred thousand able-bodied men, between the ages of eighteen and twenty-six years, which the last census shows we may now count within our limits, will furnish a competent number for offence or defence, in any point where they may be wanted, and will give time for raising regular forces, after the necessity of them shall become certain ; and the reducing to the early period of life all its active services, cannot but be desirable to our younger citizens of the present as well as future times, inasmuch as it engages to them, in more advanced age, a quiet and undisturbed repose in the bosom of their families. I cannot, then, but earnestly recommend to your early consideration the expediency of so modifying our militia system as, by a separation of the more active part from that which is less so, we may draw from it, when necessary, an efficient corps, fit for real and active service, and to be called to it in regular rotation."

Had the general principles here recommended been practically adopted, and a corresponding system established, with the necessary details, first for instruction, and then for active service, it cannot be doubted that the course of events, which marked the commencement of the late war, would have been avoided, and an immense expenditure of blood and treasure saved to the nation. The warning voice, which was not heeded then, may perhaps be heard now ; and if it is, it may produce incalculable benefits.

A board of officers of the Army and Militia was organized some years since, under the instructions of this Department, and by virtue of a resolution of Congress, for the purpose of examining this subject, and of devising a practicable plan for the organization, improvement, and efficient action of the militia. Their report contains the outline of a *projet*, which, with some modifications, appears to me to combine as many advantages as any other that can, probably, be adopted. The basis was a classification of the adult male population of the United States, and a selection of as many persons from it, above the age of twenty-one years, as should be necessary to complete the number required to be enrolled and organized at all times for actual service ; beginning in all cases with the youngest above the prescribed age. Their report stopped at the number they deemed necessary for constant equipment. As regards instruction and preparation, this limitation is no doubt proper ; but still it would probably be deemed advisable, so far to organize the whole body, within certain ages, as to produce a classification, and to afford the requisite facilities towards calling them into service in succession should any contingency demand a larger force than the first division could supply. This arrangement would render available for the defence of the country its whole physical force ; not that any event could require it all to be embodied at the same time, but because a particular section might sometimes be peculiarly exposed, and call for the services of a large proportion of its population ; and the continuance of the pressure might render it necessary to discharge in succession those who had performed their prescribed terms, and to require the services of others.

A mere organization would avail but little, unless inducements were held out for proper instructions and equipment. And I consider, therefore, some provision for elementary instruction, and for such equipment as may be necessary to excite a proper emulation, indispensable to any improvement of our militia system—indispensable, I may add, to its very existence. An arrangement for these objects would embrace the first class only. It would, to be sure, involve expense, for an adequate compensation must be allowed to the persons required to be imbodyed at these schools of instruction, for a few days in the year. And it would probably be found expedient to continue the present plan of voluntary corps, with some changes, and to require them also to meet for improvement. It is in vain to expect that the whole adult male population of the country can or will furnish themselves with the articles required by law, or that their collection for any number of days they can afford to devote to this object, and under the usual circumstances of such assemblages, can produce any beneficial effect to themselves or their country. Already, in a number of the States, the system has sunk under the weight of public opinion; and the practical question now is, whether we shall remain in fact defenceless, or resort to a large standing military force in time of peace, that just dread of all free governments, or adopt an efficient plan, which will prepare for the public defence the greatest force at the least cost, and without danger. The blessings we have inherited cannot be preserved without exertion, nor without expense. It were idle to sit still and flatter ourselves with the hope that war is never to overtake us; and it would be worse to delay all efficient organization of our physical means, till the time for its active employment arrives. Nearly fifty years have elapsed since the adoption of the present constitution. During all that time, no essential change has been made in our militia system; and it has gradually declined in utility and efficiency, and in public confidence; and there is reason to fear its entire abandonment, unless it undergoes important modifications. In this long interval, the value of the system seems to have been appreciated by all the Presidents of the United States, as well those who, from the habits of their lives, could best estimate its value by their personal observation, as by those whose opinions may have been well formed from the course of events having relation to this matter; and in their annual communications, commencing with the inaugural address of General Washington, this subject has been almost constantly pressed upon the attention of Congress. For the purpose of showing its importance in the opinion of these eminent citizens, I have caused their communications to be examined, and find that the subject has been presented to the Legislature and the nation no less than thirty-one times in their official recommendations. I indulge the hope that the present state of public affairs may lead to a re-examination of the system, and to such changes as may render it permanently useful.

I am gratified in being able to announce to you that the Indians residing east of the Mississippi river, appear to be yielding to the conviction that their removal to the territory assigned for their residence in the West, offers the only rational prospect of any permanent improvement in their condition, and that this measure is essential to their prosperity. Both in the North and South the reports of the officers having charge of this matter are encouraging, and we may anticipate the full establishment of our present policy, and with the fairest prospects of success, if the pre-existing prejudices, which have so long operated to retard our efforts, can be removed.

The considerations which render this change of residence necessary are sufficiently obvious, and are founded upon the results that have heretofore attended our intercourse with the Indians. The causes which have so long continued to reduce and depress them in their present situation within our borders, are yet in active operation. Their food derived from the chase, is disappearing. Their habits are inveterate, and they cannot or will not accommodate themselves to the new circumstances which press upon them, in time to save themselves from extinction. And, above all, their contact with a white population has entailed and is entailing upon them evils which, if not checked, must lead to their ruin. They appear to acquire with much greater facility the vices than the virtues of civilized life; and during the whole period they have been known to us, they have abandoned themselves, with strange improvidence, to the use of ardent spirits. From my own observation of the Indian character,

I consider the indulgence of this habit as the great barrier against any improvement of that portion of this race which, from their position, are enabled at pleasure, to gratify this propensity. The difficulty of putting a stop to this traffic while the Indians are intermingled with our citizens, is sufficiently obvious. And if they are to be rescued from its effects, they must be removed beyond the sphere of the traffic. This is certainly one of the most prominent reasons for the faithful prosecution of the system; and Congress, apparently impressed with its force, has provided by law that all ardent spirits found in the Indian country may be destroyed. The agents of the Government will not now be compelled, as formerly, to resort to legal process for the interdiction of this traffic, at the hazard of the trouble, expense, and uncertainty, attending such prosecutions upon a remote frontier.

I consider the experiments which have recently been made to provide for the maintenance of the Indians, by reservations for their use, and with the power of alienation, however guarded, to have wholly failed. These tracts are too often sold for a very inadequate consideration, and the amount received is dissipated in expenditures either positively injurious or altogether useless.

As soon as the remaining tribes shall have been established in the West, we may look forward to a happier destiny for the Indians. And if this expectation be disappointed, the failure must be attributed to the inveterate habits of this people, and not to the policy of the Government. The arrangements for the comfortable establishment of the Indians have been projected upon a scale suited to their wants and condition, and to the duties of the United States. With a view to appreciate the advantages which have been secured to them, I deem it proper briefly to recapitulate provisions that have been made. These are not applicable, in all their details, to each tribe, as some receive more and some less in amount, while certain articles are given to some and not to others. But the general principles of distribution apply to all. An extensive country has been reserved for them, and has been divided into districts for the several tribes. To this they are removed at the expense of the United States.

They are provided with the necessary subsistence for one year after they reach their new residence.

Annuities, in specie, to a greater or less amount, are payable to each tribe.

Agricultural instruments, domestic animals, seed corn, salt, looms, cards, spinning wheels, iron, steel, cloths, blankets, rifles, ammunition, and other articles are distributed among them.

Mills are erected and kept in operation. Council houses, churches, and dwelling-houses for chiefs are built.

Mechanics are engaged and supported; schools are established and maintained; and the missionary institutions among them are aided from the Treasury of the United States.

These are the principal arrangements made for the benefit of this unfortunate people, who will soon have been removed, at great expense, when this new system will be in full operation, and where their peculiar institutions can be preserved with such modifications as a progressive state of improvement may require. They will be separated too, from the settled portions of the country by a fixed boundary, beyond which our population cannot pass.

The operations of the Department of Indian Affairs are shown in detail by the report of the Commissioner, and by that of the Commissary General of Subsistence. It was anticipated that a considerable body of the Creeks of Alabama would, ere this, have been on their way to the West. But recent information induces the belief that their journey has been postponed, but under circumstances which will probably ensure their early removal in the spring. The treaty with the Seminoles of Florida, for their removal, is in the process of execution. A portion of the tribe were not prepared to go at the time arrangements were first proposed to be made for their removal, and when by the treaty they might have been required to depart. At their earnest solicitations, the measure was postponed until the coming winter, and assurances were given by them that they would then be prepared to remove. A majority avow their readiness to comply with their engagements, and will no doubt quietly go as soon as the arrangements for their departure shall have been completed. But some of them exhibit a refractory spirit, and evince a disposition to remain. As they now hold no land in Florida, and would become a lawless banditti if suf-

ferred to remain, their pretensions cannot be submitted to. They will, probably, when the time for operations arrives, quietly follow their countrymen. Should they not, measures will be adopted to ensure this course, equally dictated by a just regard to their own welfare, as well as to that of our citizens in the vicinity of their residence.

Governor Stokes, General Arbuckle, and Major Armstrong were appointed Commissioners to make a treaty with the roving tribes of Indians who inhabit the great Western prairie, with the view of establishing permanent pacific relations between these predatory tribes and the United States, and also between the same tribes and the other Indians of that region. The lamented death of Major Armstrong deprived the Government of the services of that valuable officer; but the other Commissioners succeeded in effecting a pacification, which I hope will lead to a friendly intercourse among all the tribes in that quarter.

Under the authority of an act of the last session of Congress, an arrangement has been made by Colonel Brooks with the Caddo Indians, for the cession of their claims to land in the State of Louisiana and Territory of Arkansas. This will be submitted to you at the proper time, for the consideration of the Senate.

I have the honor to be, with great respect, your obedient servant,
LEW. CASS.

THE SANDWICH ISLANDS.

NEAR PROSPECT HILL, VIRGINIA,
December 6th, 1835.

To the Editor of the Military and Naval Magazine.

SIR:—I send herewith the manuscript, to which I alluded in conversation when we last met in Washington; it was hastily written, and at the time it bears date, but withheld in the hope of seeing abler advocates take up the subject. In this, however, I have thus far been disappointed, as the article on the Sandwich Islands, in the March number of the Military and Naval Magazine, has not yet been replied to; at any rate, I have seen no notice taken of it from any quarter whatever. I therefore claim a place in the forthcoming number of the Magazine for the accompanying reply, which is designed to disabuse the public mind upon a subject, at least deserving of sympathy and the best wishes of every Christian philanthropist throughout the world. In behalf of the absent Sandwich Island missionaries, I must ask a liberal and enlightened community not to be too hasty in judging them or their works. "Hear both sides," and then decide. Truth is mighty and will prevail.

I am, sir, yours, etc.,

THOS. Ap. C. JONES.

I know not how to express my surprise and mortification excited by the article in the present number (March, 1835,) of the Magazine, this day received, headed "The Sandwich Islands in 183—."

These more than thrice repeated falsehoods, reiterated by one who professes to write under the "sanctity of conscience," were manufactured at Oahu, in 1826, by certain American and British Agents, and imposed upon Captain Beechy, of H. M. Ship Blossom; they were by him transmitted to England, and have been occasionally revived by any hapless gudgeon, whom chance may have thrown into the hands of the influence above alluded to; notwithstanding these charges, so gravely, and at the same time so triumphantly, set forth in the "extract from a log book of the nineteenth century," have been proved to be false, and are no longer current with the reading and philanthropic community.

I believe that my opportunities for obtaining correct information, as regards missionary operations and missionary influence at the Sandwich Islands, in 1826, were better than any other person has enjoyed, before or since. I was three months in the port of Honolulu, residing on shore all the time, and in *daily intercourse with all parties*. Arriving at the Islands, *prejudiced as I was against all foreign missionaries*, I was, for the first eight or ten days of my sojourn at Oahu, altogether in the hands of their opponents. The Missionaries were holding their annual meeting on another island, and did not return to Honolulu for several days after the Peacock's arrival; during this brief interval, it can hardly be supposed that the training I underwent was at all calculated to remove the unfavorable impressions previously imbibed. So far from it, that, had I at that period have left the Islands and made up a verdict *upon the ex parte evidence given in by so many interested witnesses*, I too no doubt should have rendered judgment more in accordance with him, who writes under a "sanctity of conscience;" but, happily for the cause of truth and justice, my sojourn was not so transient; and, happily too, perhaps for the Missionary cause, the Peacock's arrival at the Islands was at a most eventful period, when the resentment of their opponents was at its height, and the issue was scarcely doubtful. In that dark day, when hardly one ray of hope was left them, the Missionaries addressed a printed circular * to the foreign residents and transient visitors at the Islands, in which they avowed the objects of the mission—stated the means they had practised to accomplish their most charitable designs,—boldly offered to meet their opponents and accusers *face to face*, and make answer to any of the multifarious charges which had been so industriously and extensively circulated against them. This offer was seized with avidity by the leaders of missionary opposition at Honolulu. The necessary preliminaries were soon arranged, and a distant day was appointed for the meeting, in order to afford *ample time to collect testimony*, which it was understood was to be brought from some of the other islands of the Sandwich group. At length the day of trial arrived, and the appointed hour found the accused and their accusers in juxtaposition at the house of Governor Boki, surrounded by a numerous and anxious auditory.

* See Missionary Herald, vol. xxiii, page 240.

I too, was there, *by invitation from both parties*, as were also several of the Peacock's officers; and I own I trembled for the cause of christianity, and for the poor benighted islanders, just emerging, as it were, from the long and dreary night of Pagan Idolatry to catch the first glimpse of Divine light, when I saw, on the one hand, the *American and British consuls*, backed by the most wealthy and hitherto influential foreign residents and ship masters, in formidable array, and, as I supposed, prepared to testify against some half a dozen meek and humble servants of the Lord, calmly seated on the other hand, ready and even anxious to be tried by their bitterest enemies, who on this occasion occupied the *quadruple stations of judge, jury, witness, and prosecutor!!* Thus situated, what could the friends of mission hope for, or expect? Certainly nothing short of shame, confusion, and utter ruin to fall upon the heads of this little band of brothers, united and ardently laboring in their great Master's cause. But, what in reality was the result of this portentous meeting, which was to have overthrown the missionaries, and uproot the seeds of civilization and of christianity, so extensively and prosperously sown by them in every direction? and in their stead Idolatry and heathenism was to ride triumphantly through all coming time. Such was the object and such were the hopes of many of the foreign residents at the Sandwich Islands, in 1826. But what, I again ask, was the issue of this great trial? The most *perfect, full, complete, and triumphant victory* for the missionaries, that could have been asked for by their most devoted friends. Not one *jot or tittle*, not *one iota*, derogatory to their characters *as men, as ministers of the gospel*, of the strictest order, or as *missionaries*, could be sustained by the *united efforts of all* who conspired against them, when brought to that *touch-stone of the conscience, an oath on the Holy Evangelical of Almighty God!!!*

After this signal defeat, the foreign residents immediately, (be it said to their praise and credit) relaxed in their opposition, and a somewhat friendly intercourse between them and the missionaries was opened, and continued during the residue of my sojourn at Honolulu. Such was the state of things at Oahu during the three last months of the year 1826. Two years after, the Sandwich Islands were visited by the Vincennes, Captain Finch, (now Bolton.) It is true, he did not find things there as I had left them; for in that brief space of time, so great was the advance which civilization and Christianity had made, that even I was not prepared to hear of such wonderful improvements in the habits, morals and general condition of the Islanders as Captain Bolton and other intelligent officers of the Vincennes have assured me had taken place between the period of my departure and their arrival at the Islands. The journalist, who has gratuitously furnished the public with an extract "from a Log Book of the nineteenth century," must suppose his countrymen to be as ignorant of the history of the Sandwich Islands and of missionary operations thereat as he himself appears to be, or he never would have risked his reputation

for candor, impartiality and discernment, upon such an issue; but it is not my intention here to expose his misrepresentations in detail; I leave that task to more able hands, of which no doubt enough will be found. Suffice it then for me to say, that if your correspondent had not have closed his eyes against "religious periodicals," he would have known that most of the charges, once more *revived* by one who professes to write under a "*sanctity of conscience*," are entirely out of date, and have been so often and so triumphantly refuted, that I am really lost in pity at his ignorance, and wonder at his credulity. If, Mr. Editor, you, or your correspondent, will open volume 23d of the *Missionary Herald*, at page 240 and read to page 247, and again from page 271 to 275 of the same volume, you will find enough to convince you that great injustice has been done to the individuals composing the foreign mission at the Sandwich Islands, as well as to the great cause of philanthropy and christian benevolence in which they are engaged, by the admission into the *Military and Naval Magazine* of such unfounded charges as are contained in the extract 'From a Log Book of the Nineteenth Century.'

The dialogue which your author has furnished as having been held by a young American, doubtless himself, and Honoennooe is literally and almost verbatim the same as passed in my hearing more than a dozen times while at Honolulu; a certain foreigner always personifying Honoennooe the native, and the other person was of course some stranger on his first visit, and most frequently before he lands; for as soon as a sail is discovered approaching the outer roads, where she must anchor, three miles from the town, she is boarded by an agent, representing the foreign residents at Honolulu, whose chief object is to misrepresent the missionaries; and so successful are they on some occasions, that it is no unfrequent occurrence for ships, after a stay of some weeks at Oahu, to depart again without one word having been interchanged between the missionaries and her officers or crew!! and yet such visitants will return to this country and publish garbled and false statements, which they have received *second or seventh handed* from others, as the result of their own observations; and such no doubt was the influence under which your correspondent wrote, when he drew his picture of 'the Sandwich Islands in 183—.'

The oft repeated, and as often refuted, charge of *barren fields and starving kings*, resulting from missionary interference with the natives, is the Alpha and Omega of the enemies of the missionaries; it is the *Talisman* by which they hope successfully to operate on all strangers who will not be otherwise duped; for it is most true, that the now barren and uncultivated environs of Honolulu, which forcibly strikes the eye of every stranger, was, at *some time or other* under tillage, and no doubt yielded abundantly; *but when that day was, it is equally certain that no man now living can tell*; for information upon this point I was diligent in my researches, seeking it from every source from which it was likely to be obtained. Captains Daggett and Gardner, the *two oldest* and among the most

respectable ship masters engaged in the south sea whale fishery, were at Oahu *thirty years* before I met them there, (which was in the *sixth year only of the missionary enterprise*,) and they both declared to me that the once cultivated lands alluded to above were in the same state when they first visited the Island, that they now are, or were in 1826, with this exception, *that much land which they had seen lying waste*, at some of their former visits, was then (in 1826) yielding abundant crops; and Captain Gardner added, that the *quantity, quality and variety* of the products of the island were constantly increasing and improving; and that *on no former occasion within the previous six or seven years had provisions been cheaper, or so abundant as they were in 1826, notwithstanding the greatly increased demand occasioned by the Peacock's arrival, and an unparalleled number of whale and merchant ships stopping in for refreshments.* To the truth of this statement, hundreds could and many others did testify.

But I have still better authority in reserve, (*if better there can be*) for the refutation of this charge. Mr. Shaler, our late lamented Consul General, who died recently at Havana, was at Oahu in 1804, only *sixteen years before the first missionary foot trod its then fair fields (according to your author;)* and what did Mr. Shaler see? Here are his own words, and you can judge for yourself: "*Every thing is abandoned to follow the sovereign; and the country, deserted by all who have an interest in its cultivation and the improvement of the land, becomes of course neglected. I have observed many fine tracts of land lying thus neglected, even in the fertile plains of Lahaina.*"

Again; the following extract from my official report of the Peacock's visit to the Sandwich Islands in 1826, will be deemed, by you at least Mr. Editor, good authority for what it contains: "The native hospitality and generosity of the Sandwich Islanders is well known to all foreigners who have been much among them. On this occasion, * the young King and Boki, his guardian and Governor of Oahu, insisted on supplying the Peacock's crew (180 in number) with fresh provisions as long as we lay in port; indeed the King said that he did not wish us to pay for any thing; that we were welcome guests; and that he wished to present us with every thing we stood in need of. I could not, however, permit myself for a moment to think of laying so heavy a tax upon this generous people; and in the best way I could, so as not to give offence, declined the offer, assuring the Governor that if the market should at any time not afford us an ample supply, (a circumstance not at all to be apprehended) I would then certainly call on him."

Thus it will be seen, that, so far from the young King of the Sandwich Islands being obliged to beg a crust of bread of the American Consul to sustain life, as was represented to Captain Beechy, of H. M. ship Blossom, in May 1826, in October of the same

* The Peacock's arrival.

year, on the Peacock's arrival at Oahu, the King was found in possession of *plenty* and the market stocked to overflowing with every variety of *edibles* produced on the island, which were daily sold in sufficient quantity for the victualing of from 1500 to 2000 transient visitors; and at rates too as reasonable as most of the like articles could be bought at New York, Boston, or Washington. It is almost needless for me to add, that the exigency under which I promised Gov. Boki I would call on the King for supplies did not occur during my stay of *three months at Oahu*; notwithstanding the Peacock's crew, then numbering two hundred, was mainly subsisted by purchases in the daily market, and her accounts, settled at the Fourth Auditor's Office, *show that the government lost nothing by substituting the supplies afforded by the labor of the Islanders for the regular navy ration supplied by contract!* Now, sir, all I ask of you and of your readers is to compare the foregoing *facts*, to which I subscribe my proper name, with the extract from a "*Log Book of the 19th Century*," and I think you will admit that your author (whose name I know not) must have written under some strange delusion when he penned the article under consideration; or that the missionaries must have wholly thrown off their *wonted character, and occupation*, and, like the child at play, who builds a tottering edifice with great care and pains, for the pleasure of demolishing it at one fell swoop, they must have suddenly abandoned their good works, in which they had made such incredible progress as in three short years to have reduced the Sandwich Islanders from the flourishing state in which the Vincennes found and left them in 1829, to the *miserable and perishing condition* in which the Potomac found them in 1832!

The *expulsion* of the Catholic missionaries is a new charge against the American missionary influence at the Sandwich Islands. Now, although that act occurred long after I was there, I happen to know something of the origin of the Jesuits attempting to plant themselves at Oahu, which is nothing more nor less than a means employed by a certain English agent at Honolulu, to overthrow the American missionaries and with them the *influence* and advantages which the American trade and commerce have over that of the English and all other nations whose vessels touch there. That agent did not conceal the fact of his having sent to Europe for Catholic missionaries; spoke of it freely, and to me remarked that the pomp and parade of Catholic ceremonies and their Holidays and Sabbath feasts would so take with the natives, that a short time would suffice to bring about the *expulsion of all other missionaries*. Now, if in the most enlightened communities sectarian contentions have caused the most bloody wars, what would not be the evil consequences of exposing the natives of the Islands, just emerging from a state of idolatrous barbarity, to the discussion of abstruse doctrinal tenets, upon which the most learned theologians do not agree?

In your very proper apology for giving place in the Magazine to so *questionable* an article as that on the Sandwich Islands, you say

that the writer alleges that his opinions "*are common to very many officers of the navy.*" This assertion of your correspondent is, I am sure, altogether gratuitous on his part, and has been made without due reflection; at the same time he may express the opinions of his late shipmates of the *Potomac*, (for I take it he was one of her officers,) and possibly of some others, *who have never visited the Islands*; but to say that the officers of the navy generally, and especially any of those who were there in the *Peacock* and *Vincennes*, and even some of the *Dolphin's* officers, entertain any such views or opinions of the Sandwich Island missionary operations, is a libel on their judgment and philanthropy; and few there are, I hope, of my brother officers, who will feel themselves flattered by having such opinions gratuitously vouched for them. That some of the *Potomac's* officers should be disappointed and even dissatisfied with some things they saw (*or rather heard*) at Honolulu, is not very strange; for the ship drawing too much water to enter the inner harbor, the enemies of the missionaries had the fairest opportunity, and I well know they improved it, for prejudicing the minds of the younger officers, especially against the work of civilization going on, on shore; and the short stay of the *Potomac* at Oahu did not afford sufficient time and opportunity for the officers generally to examine and judge for themselves, even had they all been so disposed. When we take into consideration, too, that the man who is '*convinced against his will, is of the same opinion still,*' enough has been shown to account for the errors into which the author of the view of the Sandwich Islands in 183— has been drawn by designing persons, and to exonerate him from *all suspicion of wilful misrepresentation.*

Yours, with respect, &c.,

THOS. ApC. JONES,

Captain U. S. Navy.

March 29th, 1835.

[It is due to both writers to state, that the author of the article, entitled '*The Sandwich Islands in 183—*,' is now attached to one of our vessels of war, absent on a cruise, and it may be some time before this letter meets his eye; and further, that Captain Jones himself has no suspicion who the author is.—*Editor M. & N. M.*]

From the United Service Journal, Oct. 1835.

ON THE FORMATION OF HAIL.

BY COMMANDER CHARLES MORTON, R. N.

Emerging some few years after the conclusion of the war from a dozen years' seclusion in the wooden walls of Old England, and imagining, that as the darkened stable gives the horse a more acute vision at night than his intellectual rider, so our lengthened abode in obscurity would perhaps enable us to penetrate deeper into the mysteries of the clouds than the most enlightened philosophers, we soared aloft, and darting our keenest glance through the misty atmosphere of gathering storms, ventured as the result of our aerial observations to assert, that "*Hail is the frequent attendant upon thunder and lightning, because it derives its origin from electricity,*" instead of being formed, agreeably to the established theory, without the aid of the electric fluid, by drops of rain precipitated from the upper regions of the atmosphere being frozen in passing through a cold stratum of air accidentally intervening beneath and acquiring in their descent adhesions of frozen particles of vapour, constituting the exterior coating of hoary frost which the stones are known to exhibit. We supported our assertions, with what we imagined convincing proofs of their correctness, and having the gratification of seeing them copied into the "*London Philosophical Magazine,*" and other scientific works, without exciting any unfavorable remark, we have since enjoyed the satisfaction of believing ourselves the discoverers of the true origin of hail, regarding each successive thunder storm abroad, accompanied with destructive showers of enormous hail-stones, desolating whole districts, as new proofs of their electrical origin, which we imagined would for ever be confirmed in the opinion of our countrymen, by the awful thunder storms which visited Brighton and its neighborhood last year, accompanied with successive showers of hail-stones, the enormous size of which was strongly demonstrated by the many thousand squares of glass which they demolished as completely as would have been done by discharges of musketry.

Our dream of complacency has been at last disturbed by observing an extract from the Philosophical Transactions of Moscow, that a Professor Perevoschtchikoff asserts, without, however, any reference to our humble opinions, which in all probability never reached the shores of Russia, that lightning is only an accidental concomitant of hail, and accordingly that the conducting rods erected with the view of attracting the electric fluid from the atmosphere, and thus disarming it of its power to generate hail, are useless. We are not sufficiently acquainted with the Professor's theory to venture more than a few remarks upon it at the conclusion, and though in principle we believe the erection of lightning conductors for the prevention of hail correct, we are not prepared to advocate their utility, since that can alone be inferred from a

long series of careful observations on the comparative frequency of hail in the places where they are erected, prior and subsequent to their erection. But now that we know the electrical origin of hail-stones to be denied by one of the scientific men of the present day, we feel bound either tacitly to relinquish our claim to the honors we have so long imagined ourselves entitled to, or to come forward in defence of our theory.

Seeing no reason to renounce our former opinions, which, on the contrary, as we have already stated, are still more firmly rooted in our mind, we prefer the latter course, and accordingly venture to offer the following facts and arguments in favor of the electrical origin of hail-stones for insertion in the pages of the 'United Service Journal;' as much, however, with the view of eliciting instructive remarks from some of their numerous readers (men whose professions render them so conversant with atmospheric phenomena,) as with the natural desire of having the probable correctness of our opinions admitted.

We shall commence the arguments in favor of our theory, by observing that the absence of hail, generally remarked by sailors navigating the arctic regions, having been confirmed during the Polar Expedition, this fact invalidates the theory of its formation from rain precipitated by the upper regions of the atmosphere, being frozen on passing through a cold stratum of air in its descent. For, were this the case, it would be but just to suppose, that instead of hail being unknown within the Arctic circle, it would bear nearly the same proportion to the rain there, that the hail bears to the rain in this country. And, indeed, from the circumstance of the sea in those high latitudes being nearly covered with ice, we might reasonably infer that a stratum of air sufficiently cold to congeal rain deposited by the higher strata of the atmosphere, would more frequently occur there than it does in this parallel. But it will appear that this theory is contrary to general analogy; for in ascending hills, we find the atmosphere gradually decrease in temperature, and it is well known that the summits of many mountains are covered with perpetual snow. Though currents of air of varied temperatures do occasionally occur as exceptions to this general rule, we cannot suppose the ordinary economy of the atmosphere to be so completely inverted as is gratuitously assumed to account for the formation of hail, unless the sudden influence of some powerful auxiliary be admitted to produce a phenomenon so contrary to general observation. If, indeed, a middle stratum of cold air should occasionally intercept the falling rain in the Arctic circle, and convert it into hail, the common theory would appear more consistent: but as this is not the case, we feel ourselves justified in attributing its formation to electricity, which so frequently manifests its presence during hail-showers, by thunder and lightning, and which, like hail, is unknown in high latitudes. The destructive powers of hail, so clearly evinced in this country last year, renders probable accounts hitherto incredible, of the enormous size to which hail-stones occasionally attain abroad, and

recalls to memory the almost annual destruction of the crops in some parts of Europe by hail-showers, the stones of which were as large as nuts, plums, eggs, etc.; and though we have no wish to call to our assistance the hail-stones of 100 lbs. weight, said by Mezeray to have fallen in Italy, (since we have the authority of Dr. Halley for their having been found to measure thirteen or fourteen inches in circumference, and to weigh from five ounces to half a pound,) we think it will be readily conceded to us on reflection, that instead of acquiring such a magnitude by accidental accumulations round the nuclei formed by drops of frozen rain, they are generated by some sudden convulsion of the atmosphere, particularly as we know that a great portion of the air through which they must pass, if not of a temperature to diminish their bulk, is at least so warm as to prevent the congelation of any particles of vapor they might have the power of condensing around them in their descent. Now, as hail occurs most frequently where the presence of lightning shows the atmosphere to be overcharged with the electric fluid, and does not occur at all in those latitudes where lightning is unknown, we are induced to suppose, that electricity may have the power of causing a sudden expansion of the air, and consequently of generating intense cold; whereupon the particles of vapor contained in that part of the atmosphere, or such as may be created by the electrical decomposition of it, will be immediately condensed, a number of these condensed particles (facilitated by the expansion of the air) will, by the force of their own attraction combine, forming large drops of water, which being frozen by the excessive cold generated, descend by the laws of gravity, and produce the phenomenon of hail.

The appearance of the hail-stones (which seems to be the basis on which the common theory is founded) may, we think, be accounted for by supposing that the central particles unite, and form drops of water before the expansion has reduced the atmosphere to the freezing temperature; that these drops are afterwards frozen, and constitute the icy centres, and that the less dense exterior coating is produced by the remaining particles being congealed before they are brought in contact. The size of the hail-stones may depend upon the degree of humidity and expansion of the air, the obstruction offered to the union of the condensed particles of vapor, by the force of their own attraction, being in proportion to its density. Under this impression, we can easily conceive (the resistance of the air being reduced by sudden expansion) that the condensed and frozen particles of vapor would be forcibly attracted to each other, and accumulate to the magnitude recorded in many of the hitherto apparently exaggerated accounts.

Though we have endeavored to apologize for our presumption in venturing to touch upon this subject, under the possibility of our lengthened abode in the depths of a man-of-war having rendered our vision more acute, we have not the vanity to imagine that the privations incident to a sea life during war could have an equally beneficial effect upon the judgment, and therefore it is with feel-

ings of appropriate diffidence, that we venture to advance opinions upon a subject incapable of complete ocular demonstration, at variance with those of our greatest philosophers. But we think it will be allowed that the circumstances of hail being unknown within the Arctic circle, where the electric fluid is inactive (Captain Parry having found it too weak to affect the electrometer,) and occurring most frequent with us when our atmosphere is charged with it, are near approximations to proofs that it derives its origin from electricity. And to prove that the sudden expansion of air charged with moisture will generate hail, we shall give the following account of its artificial production, extracted from a description contained in 'Gregorie's Mechanics' of the Hungarian Machine at Chemnitz, which discharges water from a mine, by means of the compression and expansion of air.

"There is a very surprising appearance in the working of this engine. On opening a cock, communicating with a vessel containing compressed air and water, the water and air will rush out together with prodigious violence, and the drops of water are changed into hail, or lumps of ice. It is a sight usually shown to strangers, who are desired to hold their hats to receive the blasts of air: the ice comes out with such violence as frequently to pierce the hat like a pistol bullet."

Having shown that artificial hail is produced by the sudden expansion of air, we shall at some future period (if nothing be advanced in the interim to weaken our conviction of the electrical origin of hail) endeavor, though with still greater diffidence to prove from analogy and observations on the atmosphere in our midnight watchings, that such expansions in the air do actually occur. In the meantime we shall in conclusion offer a few remarks upon the opinions of others on the appearance of the hail-stones, and the phenomena attending their fall. The writer upon the subject of hail, in 'Rees's Cyclopædia,' alluding to the recorded accounts of the magnitude which hail-stones occasionally attain, says, "That however exaggerated some of these accounts may be, it is certainly true that hail-stones attain a much greater size than drops of rain are ever known to do; but that the central part of every hail-stone originates in a drop of rain, is, he observes, too obvious to require proof." That the centres were originally drops of water is certainly evident, and perfectly agreeable to our theory; but the immense size which hail-stones occasionally attain, makes it improbable that they are generated by the tedious process assumed in the common theory; because if they acquired their magnitude by accidental accumulation in their descent round the nuclei of drops of frozen rain, it could only be by the gradual adhesions of condensed particles of vapor, as hail-stones cannot, like drops of rain, combine, if their surfaces are accidentally brought in contact; a circumstance which is sufficiently proved by inspection; for if it were so, instead of the central parts only resembling drops of frozen rain, there would be as many of these icy nuclei as there were hail-stones combined. It is worthy of remark also, that al-

though they are incapable of combining, like drops of rain, they are nevertheless found to surpass them in size; and again, though they descend with much greater velocity than flakes of snow, and are consequently deprived of equal opportunities of increasing by adhesion in their descent, yet they are known to exceed them wonderfully in weight.

Instead of concurring with the common theory in supposing that the less dense exterior coating of the hail-stones ("resembling the surface of a vessel containing a freezing mixture") is formed by adhesions in their descent through a warmer stratum of air than that in which the nuclei were generated, we have attributed it in our theory to the *increase* of cold by which the particles of vapor are frozen before they adhere to their respective nuclei; when, in consequence of the attractive power exerted upon the frozen particles of vapor by the nuclei not being sufficient to make them cohere as closely as if in a fluid state, the exterior coating must, agreeably to observation, be of a less dense nature. Though drops of rain are liable to sudden accessions by running into one another, the influence of the electric fluid is sufficiently obvious in thunder-showers by the uniform magnitude of the drops; why its influence in hail-showers which seldom occur unaccompanied by thunder and lightning, should be doubted, we cannot conceive, for certainly there is nothing in the appearance of the stones which opposes the probability of their electrical formation, and it is the only way in which their occasional size can be reasonably accounted for.

The electrical origin of hail being denied in the generally-received theory, we were not aware at the moment when the idea first struck us, that some of the most scientific men have maintained its influence in the production of this phenomenon, which appears to be the case; though they failed to account so satisfactorily for its operation, as to establish their theories. Signor Beccaria was perhaps among the first to assert the influence this agent possessed, and had he not interspersed his opinions with extravagancies, he might have secured to this all-pervading fluid a general acknowledgment of its share in producing hail.

In the common theory the congelation is, as we have already observed, supposed to be effected by the intervention of a wholly-unaccounted-for middle stratum of cold air. Guyton de Morveau and Volta considered the cold to be generated by rapid evaporation, depending upon the intense action of the solar rays, accelerated by electricity; but Bellani thinks that this opinion is erroneous.

M. Perevoschtchikoff, from experiments made upon the degree of cold produced by evaporating liquids in the sun's rays, also thinks that the primitive formation of hail arises from the rapid evaporation of the little globules of which the clouds are formed; but denies entirely the agency of the electric fluid, which he considers merely an accidental concomitant to hail. He accounts for the increase of size in the hail-stones, as follows:—"When the

clouds form many thick layers, they become an obstacle to the free distribution of radiant caloric, which being then reflected to the earth, produces that stifling heat generally found to precede the storm. Above the clouds the sky is perfectly serene, and does not prevent the radiation from the superior portion of the clouds." This he conceives to be the principal cause of their cooling, from whence arises the formation of hail-stone nuclei. We have no wish to incur the odium incident to the presumption of attacking the theories of such distinguished men, our object being merely to establish our own, should it prove correct; but we cannot refrain from here observing, that these celebrated philosophers appear to have been unaccustomed to the midnight watchings, so familiar to us poor sailors, or they would not have expended their time in showing that water may be made to freeze by evaporation in the sun's rays, and in arranging the clouds in the requisite order to intercept and reflect them, so as to generate a degree of cold sufficient to produce hail; since, if our memory has not suffered as much from evaporation in our long toilings under the burning sun of Africa, as our health, we may venture to remember having experienced in colder and more stormy regions full many a cutting hail-storm at night, long after the solar rays had ceased to peer above the horizon. This, we suspect, will prove rather a home-thrust to all theories of the formation of hail from excessive evaporation in the solar rays.

The circumstance of hail being usually accompanied by thunder and lightning, is not allowed by the opposers of its electrical origin to be a proof that the superabundance of electric fluid operates in its formation; but that thunder happens when the atmosphere is most replete with vapor, which is also favorable to the generation of hail. We have already observed that we conceived the degree of humidity of the atmosphere would operate as one cause in regulating the size of the hail-stones; but as the electric fluid is inactive in the higher latitudes, where hail is unknown, though there is no want of vapor to produce rain and snow, we think it appears evident that "hail is the frequent attendant upon thunder and lightning, because it derives its origin from electricity."

JACK IN A CHURCH

"Some of you fellows are looking snoozy," said a 'wide awake' member, addressing the watch one night. "What say ye to a yarn?"

"That's right, Bob," cried two or three, starting up. "Let's have it."

"It shan't be a doleful one, because we've rummed out our grog—and watery stories, d'ye see! require a dash of the *spirits*,—ha! ha! that's good, ar'nt it?" "Humph—tolerable!"

"And it shan't be false, 'cause then, you see again, you can't place no dependence on it. I likes a story that when you're telling it again, you can say, 'I'm hanged if it aint as true as the bible!' Then the people can't shake no heads at ye, or if they do you may blow 'em up for it with a good conscience. But this, boys, is as true as you're all sitting there, so when you're paying it out again, you may all say that you've seen it yourselves; and I'll be bail for your 'debility.'"

"Well, you've heard what things the Killease,* 40, did in the West Ingy seas, and what a set o' stiff fellers she had aboard her. I know'd a few on 'em in different places, and was once half inclined to sarve aboard her myself; only at the time I wanted, I was sarving in the Andrew Mackie,† one of the crack thirty-sixes, and had a skipper what I didn't want to part company with,—tall events, as I said afore, I know'd a few on her men, and jolly fellows they were too—capital hands at the grog, and as glib at a yarn, long or short, taught or brightish, sad or merry, true or pocryphal, as ever you'd wish to see. I'll tell you how I got 'quainted with Joe Fisher, who was one of the best among 'em. It was at Falmouth, and I was in a public house, with a pipe in my bow port, and a pot of beer afore me, sittivated in one of the inshore reaches. There was a good many coasting crafts and unregular navigators, brought to an anchor about, and amongst 'em was Joe: he and I, you must know, were the only thorough-breds in the place. Well! I didn't know nothing of Joe then, in course, and though I could see he was a true 'un—and he must have made me out the same—we hadn't as yet hailed each other. Well! I, and some of the long shore coveys, got into conversation, and starting some professional subjects, at last, into summat like a breeze. The fellows hadn't no right to dispute the 'pinion, certainly, of a man of war's man; but, howsumever, they did, and afore I know'd where I was, or into what latitude I'd got, I found myself carrying on like the devil, in a stiffish running fight, with a couple of blazers ahead, and some small craft on each bow. They jawed, and I jawed, till their noise nearly runned me down; for four at one, you know, wasn't fair play; and I was just thinking of hauling off out of the smoke, when up shot Joe Fisher on my starboard quarter, and begannd thundering on my side. I directly gathered fresh heart, and remanning my guns, peppered away on two of the

* Achilles.

† Andromache.

coveys on my starboard beam, while Joe, already loaded and primed, sent a whole broadside slap aboard the others. Even now there was four to two—but, Lord! Joe's metal was fifty times as heavy as his 'tagonists'; and his guns was so well sarved, that their fire gradually fell off to nothing. By and by, they all began to sheer off, wonderfully disabled in their upper rigging; and when the smoke had a little cleared away, I hailed Joe, and Joe hailed me, and we began to grow wondrous thick. He singed out for biscuit and cheese, and I for porter, and we soon got as comfortable as a couple o' kings, and know'd each other's history, from the time we shoved off our keels into the ocean of sarvice, to the moment he steered down to my assistance. A generous feller was Joe, indeed! for when 'to pay,' was the word, and the landlord shoved in his warrant, while I was rummaging for small shot, he tossed a handful o' coppers into his starboard fin, and told him to bear off, and say nothing to nobody. But, howsumever, I was even with master Joe another time,—but never mind about that. Well, you must know, my lads, that Joe wasn't going to stay at Falmouth only a very little time, for his skipper had only put in there for a day or two, and was bound for Portsmouth harbour. The day a'ter this, Joe and I shaked hands, and steered different courses—he went aboard his craft, and I cut off for Sheerness; and I didn't hear on him for some time a'ter. But blow me! if I hadn't forgotten to tell ye that he had been married for a couple o' years, and his partner—a well-rigged young 'oman, so he said, fond of new clothes in her mainsal, and of mighty genteel behavior,—he had her from a 'spectable stock: for her father kept a wholesale crockery shop, and her mother had been cook-maid to an admiral's lady:—none o' yer flaunty, fly-away, bunting-decked, ginger-bread, tittering young lasses, but an orderly, tort-sailing craft, that never runned with loose rigging, but had al'ays her spars scrup'lously squared, and her cordage neatly rattled down; al'ays answering to her helm, and turning lightly to wind'ard, and *never missing her stays*. She lived in Portsmouth, and, in course, Joe was in a main hurry to join company whilst he stayed in port.

“Well, what's to come, I had from a very 'edible witness, and when I sawed Joe a'terwards, and axed him about it, he fully bored out the other's *testy money*, and confessed that no long bow had been drawn in the bus'ness. The next day a'ter Joe got ashore happened to be Sunday, and as his consort was very 'ligious, nothing would do but he and she should go to church. Joe hadn't been to no church for a number o' years, and strived hard to be excused the service. But this only made the young 'oman ten times more dissolute; and, at last, Joe was reasoned down into the voyage, and made to ship his holiday toggery. Afore they got aboard the praying place, his missus thinkd fit to give him a little destruction in the way he should behave himself, and amongst the rest, says she to him, says she, 'Joe,' says she, 'mind you musn't say nothing to nobody, till the business is all over, and then only in a whisper.' 'Very well,' says Joe, 'I won't.' 'You musn't,' says

she, 'keep rolling your eyes about the deck; and when the people gets up, and sits down, mind you gets up and sits down too.' 'Ay, ay,' says Joe; 'I won't sit down at all, and then I can't fail o' being right.' 'Well,' says she, 'that'll be better than keeping your seat all the time,' says she, 'and with a little reg'lacion from me, you'll do in that respect, tol'able well. Now, the next thing,' says she, 'what I'd have you to mind of all things, is that you must remember, no one, upon no account whatsumdever, must say nothing, except the parson.' 'Aye, aye,' says Joe, 'I'll be blowed if I won't mind that, 'specially as I know nobody has no right to give no orders, except the captain. Well, that's all, I spose?' says he. 'Yes,' says she, 'that's all, only be sure to remember that nobody's to speak never a word, except the parson.' And with that, they cried hands to the lee braces, and stood in.

"Well, my lads, having slackened sail, they brought their helm to port, and espying a sunny anchorage, with only a single craft moored in it, they stood across to'ards its nearest end. Then they clewed up their courses, and let fall their kedgers. But they'd got so far abaft that they could see little or nothing of what was going on; and, as Joe kept every now and then poking up his starboard eye over the hammock rail, and seemed mighty restless, his missus thought they might get a better berth. So she got under weigh, and with her consort in her wake, doubled a cape, and stood on, under an easy sail, through the whole fleet, till at last she brought to, under the bows of the admiral's ship, and throwed out a signal for Joe to do the like. This was a much better sittivation, for they could hear beautiful, and faced the whole congregation. All went on very well for some time; the parson was a getting through his log, like an East Indiaman in a stagg'rer, and Joe seemed very 'tentive. Well, my hearties! as bad luck would have it, just as the old gentleman, who was a reading, had cut through a tarnation long thingum-bob, a strange voice from above singed out—drawing it out as long as a maintop bowline—A—men! My eyes! you should ha' seen Joe; he pricked up his ears directly, and as he didn't know what to make on it, at first he said nothing to nobody, but looked very queer, and began to grumble to himself. His missus, who all along had been very fearful of his behaviour, heered him saying summat just above his breath, and 'What's the matter, Joe?' said she. 'Matter!' says he, 'blow me! nothing's the matter, only this here fellow in the fore-top has been a saying what he should'nt ha' said.' Well, the people about began to look rather funny, and Joe's partner told him to let down his bowsprit, and not say no more. The parson, you know, had it all to himself now for some time, and Joe knowed that all was right enough, and so kept wonderful quiet.

"But by and by, you know, the fore-top feller striked up again, and began to sing out summat considerable longer than the first. Joe bobbed up his truck again, and rather flustered. 'Poll,' says he, 'didn't you tell me afore we comed in, that nobody was to say nothing except the parson?' 'Hush! for goodness sake,

be quiet, Joe,' says she. 'Quiet,' says he, 'when I sees no discipline aboard the Admiral's ship, d—d if I will!' Joe started up, throwed down his log-book, and primed for action. 'I say, you mister!' he sings out, 'you mister in the fore-top, ahoy! What 'thority have you to cry out when the captain's a speaking, and you've orders to run in your piece, and lash down the port! Pretty regg'lations aboard here, indeed! Don't you see, his honor looks quite dumfounded with your impudence? What business have you to keep there mocking the skipper, in this insinivating way, eh—you long-shore toddler? I wish I'd got you aboard the Kill-ease, that's all; I'd see if you play such pranks again. And you, too, old gentleman, why don't you unship your binnacles, and sing out for the master-at-arms; If you won't made your men pay you proper respect, why that's your fault, that's all.'

"By Jove! but you *should* ha' seen the church. All in as much confusion as the cock-pit after a thundering action. The lighter craft screamed, and beganned to scud from their moorings. The men o' war beared up, and wanted to see what was the matter. The parson dipped down the hatchway, and swunged down to the lower deck; while the charity boys, and the chap what keeps order, comed running through the reaches, to get hold o' Joe. Joe got on the seat, and was singing out like a thirty-two pounder. 'I say! you, sir!' says he, 'you chap with the cocked hat, three-penny cane, and laced toggery,* capital order you keeps 'tween decks, when the captain can't say his say, without being put out every minute. I'll warrant you was ogling the young woman alongside, instead of attending to your duty. Clap on more sail, old bottle-nose, and bowl down as you ought to do. Clear away your grappling-irons, and run aboard your chase, or the clipper'll slip through your fingers. I've a good mind, only it 'ud be interfering with regg'lations, to bring you down myself. You'll soon heave to in limbo, that's one comfort; so come down and victual for the cruise, and be d—d to you!'

"Howsumdever, Joe was stopped short in his 'dress to the ship's company, and hauled out by a half dozen of the hands, into the stern galleries. A few o' those on board, 'specially the parson, and his first and second mate, wanted to march him off for a court-martial, under the charge, as they said, of disturbing the congregation in their 'votions; but one or two of the most 'spectable passengers offered to become bail for his 'pearance, and so they taked of his *lumbargo*, and let him warp away. The damage, a'ter all, wasn't of no great importance; but often as he's been since in Portsmouth, blow *me* if you could ever get him into any thing what mounted a steeple, or had a warrant officer forreds with a cocked-hat, cane, and laced jacket."

BILL ROGERS,
Late H. M. S. "*Fire Fly*."

* The Parish constable.

UNIVERSAL SIGNALS.

From the United Service Journal, Oct., 1835.

A CODE OF UNIVERSAL NAVAL SIGNALS, CALCULATED TO AFFORD THE MEANS OF COMMUNICATION BETWEEN SHIPS OF ALL NATIONS; AND ARRANGED SO AS TO BE TRANSLATED INTO FOREIGN LANGUAGES.—BY H. CRANMER PHILLIPS, R. N., LONDON, 1835.

We thank the author, a Lieutenant in the Navy, for this modest attempt at enabling merchant vessels, and indeed men-of-war of all nations, to communicate with each other by signal. It is singular that no attempt of the kind should have been made before; and this little book serves to show how useful individuals may make themselves in bringing together, by offices of good will and friendship, the great family of mankind. Governments, by fair treaties, can invite a good understanding between two nations. They may raise a stately edifice to look upon, but the cement of the building (without which it cannot stand) consists in the kind acts which persons of either nation may be able to do by one another. We never meet a foreigner in a mail-coach or a steamboat, without longing to say something civil to him. It is a principle of patriotism. We know that in so doing we are sowing the seeds of good to our own country. Carry out the principle, and how much praise does not Mr. Phillips deserve, who has invited, by his little book, the interchange of useful conversation amongst the maritime population of the globe.

It may not be amiss to state that there is no regular, perhaps it should be said, no prescribed, system of communicating by signal between merchant vessels, even of the English nation; for although one or two codes have been printed and put forth, yet in the most approved one the flags are numerous, being sixteen in number, and the book is expensive. Mr. Phillips has obviated the first objection, by reducing the flags to five, and those depending upon shape instead of color, so that bunting of any sort is convertible to the purpose; and the second, by making his book cheap. The code has another advantage, namely, that being compiled for use amongst all nations, the chances of use are increased tenfold, and therefore the money laid out is more sure of yielding good profit.

Most of our readers know that the usual mode of signalizing is under two heads, the vocabulary and the telegraph. The first is for making signals by single sentences, a number of which are chosen, such as are likely to be wanted by vessels meeting at sea. The second is for combining any number of words into a sentence or communication, so that, if there be time, any length of conversation may be carried on. It is evident, however, that this system could not be pursued in forming a code which might be useful to all nations indiscriminately; for, as it is observed in the preface: "The signals hitherto in use, although excellent in other respects, are not calculated for the above purposes. They are all *alphabetically* arranged; and as they could not therefore be trans-

lated into other languages, without some change of form, they can only be made the medium of communication between vessels of the same country. From the variety of colours employed in them, they may be liable, besides, to some confusion when seen from afar; and, from the expense attending them must be necessarily confined to our larger and richer class of traders.

"In the plan here proposed, it has been the object of the author to unite the greatest possible economy of means, with sufficient extension of application; so that while his scheme might be placed within the reach of the smallest coasting vessel, it should at the same time be found comprehensive enough for all the ordinary exigencies of foreign commerce."

Mr. Phillips begins his book by "the sentences," of which he gives about 380; and for facility of translation and reference, he has arranged these sentences under different heads, as Distress, Assistance, Danger, Keeping Company, Approaching Land, Communication, Sailing, Advice, Engagement, Parting at Sea, Intelligence, Commerce, Sickness, Reckoning, Passengers, &c., &c. To give masters of merchantmen an idea of their utility, we subjoin those under the head "Commerce:"—

"There is a new tariff at ———."

"The following alterations are made."

"The following duties have been laid upon ———."

"A heavy duty has been laid upon ———."

"——— has been totally prohibited in ———."

"The duties have been lowered upon ———."

"——— is admitted free of duty."

"Can you tell me the price of ——— at ———?"

"——— bears a high price at ———."

"——— has greatly fallen in price."

"There is a great scarcity of ———."

"There is, or there are, abundance of ———."

The next in order are the "Auxiliary Words." These few words are the terms of most common use in the different parts of speech. They are mostly used with "the Sentences," and therefore have the same distinguishing signal. Thus it might be that a vessel in communicating with another by the 'Sentences,' should begin by saying, 'I have letters for you,' and afterwards wish to say something else under the same distinguishing signal. 'I have letters for,' is found in the 'Sentences;' but except for these few auxiliary words, we should have to search for the word 'you,' in the 'Vocabulary,' which requires another distinguishing signal; but by appending these few sentences of the most common use, time is saved, and the same end attained. After the "Auxiliary Words" come the "Compass Signals," the "Alphabet," and the "Numeral Signals," and lastly, the "Vocabulary," in forming which, Mr. P. must have encountered great difficulties, on account of the great diversity of idioms and constructions of foreign languages from our own. Thus a Frenchman would render "I cannot," "we saw

him," by "I not can," "We him saw;" and therefore, in addressing a foreign vessel by means of this table, some knowledge of the idiom of the language would be requisite.

It is evident, that as the science of navigation becomes better known, and the use of chronometers more extensive, the greater need is there for a code of signals such as this. For instance, a vessel from the East or West Indies has a chronometer on board, in whose going the master places great reliance. With this impression he will run up channel by it boldly, until close to the land; but as he comes into shoal water, he will naturally wish to ascertain the exact bearing of the point of land for which he is endeavoring to steer. But if he try to attract the attention of a coaster, who possibly has left the point two hours before, by displaying one of Marryatt's signals, his labor will be lost, because none of this class of vessels possess either the book or the flags; neither will they become possessed of any flags or code, unless the inducements of extreme cheapness and increasing circulation be offered. A vessel whose owners grudge the expense of a spare topsail, will scarcely be found with a large signal-book and a great number of flags. We heard, the other day, of one of our men-of-war brigs, the *Snake*, which ran from Rio de Janeiro to St. Helen's Roads without ever sighting the land, or taking a cast of the lead, until she sounded with a head-line in nine fathoms in the Roads. We are not of those who would condemn her commander for such conduct. He understood and appreciated the power which his experience and his chronometer gave him; and it is such cases which show the useful results of science. We might never have had whalers fishing at the entrance of Prince Regent's Inlet, but for the discoveries of a Parry. What is to prevent an Indiaman from following the example of the man-of-war, and what a source of anxiety removed, and what additional encouragement given to the Captain, if, when arrived within a mile or two of the land, he feels sure that every vessel he may see will have the means of answering the simple question—"How does such a point bear?" How many a bewildered West Indiaman, in the Bristol channel, might have been saved, had she been able, at her first coming into danger, to notify her wants to the vessels near her.

The difficulty is to get a work of this nature before the world,—to make the public comprehend its advantages. We have no hesitation in saying, that if the Government would, through our Ambassadors or Consuls, recommend this book, or a similar one, for translation and use among foreign nations, much would be effected. But leaving out objections which may attach to this particular code, may it not be said that a government should hesitate ere it lend its fostering hand to circulate any, even the most perfect one, for such a reason as the following, namely: that in the event of a war, such a scheme might furnish our enemies with a dangerous contrivance, by which they would be able to decoy unsuspecting vessels within their reach? But be it kept in view, that this danger has already been incurred: Captain Marryatt's code has been pub-

lished in America, and has been translated into French, and is therefore known to the only two nations, from whom, when engaged in hostilities our merchants have every thing to dread. Besides which, an ensign reversed, or a wheft, are already generally recognized as signals of distress or communication, and would therefore answer all the ends of a *ruse*.

It would appear, indeed, more likely that a code common to all countries would afford facilities rather for detecting than for practising deceit, since it would make merchant vessels more guarded against any studied communications, and by enabling them to enter into a conversation whilst yet at a distance,—would often discover the real character of other vessels, in spite of any disguise they might endeavor to assume. But we perhaps might allow such an objection to pass current, if these signals related alone to men-of-war, that is, to that *profession* with whose members war is the lawful calling,—but it is not so. These signals are intended principally to facilitate communication between merchant vessels. “We may indeed doubt the policy of admitting Russians and Egyptians to study the means and appurtenances of war in our dock-yards; but let it be remembered, that commerce is a peaceful employment.” War then, in this case, being something extraneous, we ought to legislate for the rule, and not for the exception. We must not, however, omit to give Mr. Phillips a hint or two upon objections which may attach, not to his system, but to the manner in which his book is compiled. First, it seems to us that the explanations are not clear enough, and not in type sufficiently large. Mr. P. must not measure the capacity of the skipper of a coaster by his own; he has fallen into the error, common to all young authors, of supposing that every body else will comprehend what he himself has written and understands. We recommend him, should this book ever reach a second edition, (and we hope it will,) to commence by a simple yet lucid statement of the way to set about making signals, giving a few examples. Secondly, the Vocabulary might be put last in the work, as being the part least likely to be made use of. Thirdly, we beg him to discard, *in toto*, the night, the fog, the bell, the private, and the distant signals, together with the semaphore and manual telegraph; for if no other objection could be urged against these additions, they increase the expense, without materially adding to the utility of the work, a reason at once sufficient in plans of philanthropy (of which this is one) to omit them. We think, also, that these addenda give the book a complicated appearance, and so might tend to frighten away persons with but a poor opinion of their own abilities. If Mr. Phillips thinks these latter signals might be advantageously used, let him record them at the Admiralty, whence they can be issued to the men-of-war, (the only class of vessels in which, in our opinion, they can be beneficially employed,) should their Lordships think proper. Saving these trifling objections, we think the adoption of this work by the mercantile marine would be most desirable; and we sincerely hope that this, or some similar scheme, may speedily be received amongst the general sea-faring class.

STATUE OF JEFFERSON.

The following correspondence took place, on the occasion of presenting to Lieut. U. P. Levy a gold box, agreeably to a vote of the corporation of the city of New York.

MAYOR'S OFFICE, NEW YORK, *February 4th, 1835.*

SIR: I had the honor of writing to you under date of the 31st January, enclosing extracts from the Minutes of the Common Council relating to the Statue of Jefferson, presented by you, and requesting me to deliver to you the elegant Gold Box alluded to in the proceedings.

It would have afforded me pleasure to have delivered to you the Box, and to have expressed to you the opinion entertained of your patriotic motives in procuring for and presenting to our city the statue of one of the founders of our republic. But as I have understood it would be more convenient for you to receive it at your lodgings, I forward it to you by the bearer of this letter.

The Statue is now in a conspicuous situation in the Governor's room, and is thought forcibly to pourtray the character of Mr. Jefferson at that interesting moment of our history, "the reading of the Declaration of Independence."

The Statue, I trust, will long remain to adorn our Hall, and will serve to call to the remembrance of those who view it, the services of that great man, and also awaken a love and respect for those sacred principles of freedom and independence which form the basis of our political union, and which he is there represented as reporting to the then assembled sages of our nation.

Respectfully, your obedient servant,
CORNELIUS W. LAWRENCE.

Lieut. U. P. LEVY, *U. S. Navy.*

Resolved, That the Committee on Arts and Sciences of the two Boards be a Committee to receive from Lieutenant Levy, of the United States Navy, the Statue of Thomas Jefferson.

Resolved further, That the said Committee be requested to express to Lieutenant Levy the thanks of the Common Council of the City of New York for said statue, and to present Lieutenant Levy with a Gold Box, and a copy of these resolutions, enclosed therein.

Adopted by the Board of Aldermen, January 17th, 1834.

" by the Board of Assistants, February 5th, 1834.

Approved by the Mayor, February 6th, 1834.

J. MORTON, *Clerk.*

NEW YORK, *5th February, 1835.*

SIR: I have the honor to acknowledge the receipt of the elegant snuff-box voted by the Common Council in return for the statue of Jefferson, which I had the honor to present to the City; together with your very polite and flattering letter, in which you do but justice to the merits of the work, as well as the great original.

The sculptor, David, celebrated throughout all Europe for his great taste and skill, took extraordinary pains and pleasure in perfecting the model. Attached to our country and its institutions, he regarded the illustrious author of the Declaration of Independence with veneration and respect, and was proud to execute a statue of the sage and philosopher, and took great pains to have a perfect likeness, which was taken from the latest original resemblance of the patriot.

It is with great pride that I have been enabled to present the original model to a city whose enterprise and patriotism are every where regarded with attachment and respect.

I have the honor to be, your obedient servant,
U. P. LEVY, *U. S. Navy,*
of Monticello.

Hon. C. W. LAWRENCE,
Mayor of the City of New York.

THE ARMY.

I presume that there are but few, if any, officers of the Military Academy, stationed at the frontier posts, but have had occasion to remark the indifference to the minute forms of service complained of by *Truth*, in the August number of the Magazine. This is very readily accounted for, as it is well known that but few of the minute forms of garrison duty are taught at the Military Academy, and that of those few, some are incorrect; but in the following remarks of *Truth*, there is more justness. It is a lamentable fact, much to be deplored, that at most of our frontier posts the officers do drag out a lifeless, inactive, lazy, and miserable existence, without little apparent devotion to the service, or regard for their own interest or happiness, and in a manner wholly unworthy of men possessing their physical abilities and high intellectual attainments. This is truly a melancholy state of things, and calls aloud upon all concerned, earnestly to enquire into the causes that lead to so grave an evil. In prosecuting this inquiry, (with great deference to the opinions, and regard for the truths contained in 'Hope,') I must beg leave, however, to dissent from the opinion that the explanation lies wholly in a "nut-shell." However sore the mortification may be, of seeing our comrades taken from among us by partiality, favoritism, political influence, or what not, the rules of justice, existing orders and regulations to the contrary, notwithstanding, still there are enough of us remaining, cordially and cheerfully to perform the duties which devolve upon us, were these the only engines of destruction to military pride and professional devotion. If such a system of partiality does exist, as is so loudly complained of, (and, alas, I fear there does, to some extent,) it may be mortifying to the pride of those who are left with their regiments for the want of an influential friend; still, so long as those selected perform their duties with benefit to the country and credit to themselves, I shall be gratified, as it redounds to the credit of the "*Alma Mater*," and sustains the general interest of the Army. I envy not the situation of those who are fostering a passion for habitual absence, and a dislike for their proper military duties, by eternally seeking to be absent from their regiments; who evince by their conduct, a willingness to do anything and every thing, nine months of the year, for the prospect of a winter in Washington. I regard such as miserable victims, sacrificed at the hands of their (would-be) best friends, to fearful apprehensions while absent, and discontent when ordered back to their duties. To such I would say, the sooner they change their profession the better for the government, and the sooner they will cease to do violence to the pride and high-toned feelings of their former brother officers.

But to my purpose—why is there so much apathy, indifference, and want of cheerfulness and alacrity in the performance of our duties generally? *It is for the want of something to do.* Active

service is necessary for the health, happiness and efficiency of our army. A stimulus is wanted for the activity of mind and body, to invigorate the system, shake off indolence, arouse the dormant faculties, and develop the latent energies of the mind. Indolence and the dull monotony of garrison life (in these latter no-whiskey-drinking days) seem to be destined to dry up the very fountains of vitality itself; and why should we be thus consigned to nonentity? Is there no field for action? Why certainly there never was a fairer. We only want the order to march. It is true we have no deadly foe to face; but the boundless West, teeming with riches to the naturalist, the man of science, and the hunter, to the soldier, and the officer, calls us to the field. And is it not astonishing that our troops are kept incarcerated within the walls of our forts, from two to ten companies together, for years, perfectly ignorant of the surrounding country, beyond a bugle's call? and why? for fear of breaking that all-important and eternal round of *five-stated-roll-calls-a-day-system*.

Why is not a portion of every command ordered into the field every season, for an active campaign, in detached companies, to perform marches through the Indian country, explore wilds, meander streams, and become thoroughly acquainted with a country, in which they may be called upon, at any moment, to act against an enemy; and by their presence among the Indians, exercise that great moral influence which the display of a regular military force is so well known to produce on the savage mind? Such companies would return to their winter quarters, renovated and invigorated, furnished with many an amusing adventure to recount to their comrades at home, and stored with a knowledge of the various duties of an active campaign, (only to be acquired by experience.) The Captain of such a company would return to his garrison duties with alacrity and delight, conscious of having acquired himself, and taught his men, a lesson that will enable him to execute a vigorous campaign in time of necessity; and, finally, the subaltern (having been allowed suitable opportunity for the purpose) will have stored his note-book with materials for maps, topographical sketches, and memoirs to reduce to form, during his winter evenings, (otherwise idly spent,) showing the mountains, streams, lakes, wasteland, and prairie country, over which they have passed; the character and products of the soil; and, in fine, every feature and resource of the country, necessary to be known in military operations, or useful for general information. Such service, without additional expense to Government, would promote health and happiness in garrison, insure efficiency in the field, and in a few years afford a complete knowledge of the whole frontier. I say, without additional expense—nay more, it would save thousands of public treasure, in the increased facilities such a system would afford of checking Indian hostilities.

I might here revert to past events, and the minds of some will readily recur to the operations of 1832 for a verification of my position; but "*quantum sufficit*," I have said. However san-

guine the writer may be of the successful operation and beneficial results of the proposed plan, if once commenced, he is nevertheless fully aware of the obstacles to be encountered by a plan involving so important a change in the nature of our service. He therefore calls upon "Truth," "Hope," and all others interested in the good of the service, to unite with him in one common, long, loud and incessant clamor, until the proposed, or some other plan shall be adopted, to arouse our drooping little army from the lethargic slumber which has stolen upon it, as a blighting frost upon the system, which lulls while it destroys its victim.

NOTHING TO DO.

COMPLIMENT TO CAPT. J. PERCIVAL, U. S. NAVY.

The subjoined correspondence between a portion of the resident and transient American merchants at Rio de Janeiro and Captain J. Percival, late commander of the U. S. ship *Erie*, will be read with pleasure by the friends of that meritorious officer.

In a time of profound peace our officers have no opportunity to gather laurels from a vanquished foe; they must therefore content themselves with rendering such services as occasions may require. In the case of the officer here referred to, we find that those services were not limited to his own countrymen, but readily offered to the subjects and functionaries of another government, and the offer has called forth an expression of approbation from the Representative of that government at Washington.

To Captain JOHN PERCIVAL,

Commander U. S. ship Erie, Rio de Janeiro :

DEAR SIR : The undersigned, your fellow-countrymen, understanding that you are about to leave this station, to return home, take occasion to offer you the accompanying pieces of plate, as a token of our respect for you as an officer, and regard as a man. Your departure being unexpected, we only add our best wishes for your happiness; and, in your career as an officer, promotion adequate to your merits.

RIO DE JANEIRO, Aug. 3d, 1835.

J. BIRCKHEAD,
NATH'L D. CARLISLE,
W. H. D. C. WRIGHT,
ANDREW FOSTER, Jr.,
JOHN HOLLINGSWORTH,
WILLIAM C. KEMBLE,
JOHN GARDNER,
WILLIAM K. TUCKER,
J. ENDICOTT,
P. SIEMEN FORBES,
J. H. BREWER.

U. S. SHIP *ERIE*,
Rio de Janeiro, Aug. 4th, 1835.

GENTLEMEN: I have received your very flattering and valuable present, consisting of two pieces of plate, accompanied with expressions of your approbation of my conduct, while in command of the United States ship *Erie*, on this station.

To receive such an evidence of the respect of my countrymen abroad, and in their opinion to merit it, increases the value of their present, and I am unable in any other manner to express the deep sense I feel of the honor thus conferred upon me, but by assuring them that, at all times, and under all circumstances, I shall take great pleasure in rendering every assistance in my power for the protection of their interests; believing that zeal in the performance of this duty will be in strict accordance with the objects for which our navy was created.

Permit me, gentlemen, to reciprocate warmly your kind and friendly wishes, and subscribe myself,

With great respect and esteem,

Your obedient servant,

JOHN PERCIVAL,

Master Commandant U. S. Navy.

To Messrs.

J. BIRCKHEAD,

NATH'L D. CARLISLE,

W. H. D. C. WRIGHT,

ANDREW FOSTER, Jr.,

JOHN HOLLINGSWORTH,

WILLIAM C. KEMBLE,

JOHN GARDNER,

WILLIAM K. TUCKER,

J. ENDICOTT,

P. SIEMEN FORBES,

J. H. BREWER.

Copy of a letter from his Britannic Majesty's Chargé d' Affaires, transmitted to the Navy Department by the Secretary of State:

WASHINGTON, Oct. 27, 1835.

The undersigned, his Britannic Majesty's Chargé d' Affaires, has received instructions to communicate to Mr. Forsyth, Secretary of State of the United States, the high sense entertained by his Majesty's Government of the conduct of Captain Percival, commanding the United States' ship *Erie*, in offering to his Majesty's Minister at Buenos Ayres every assistance in his power to British subjects during the absence from that port of his Majesty's ships of war.

The undersigned begs leave to assure Mr. Forsyth that he is much gratified in being the medium of this communication, and he takes this occasion to renew to the Secretary of State the assurance of his distinguished consideration.

CHARLES BANKHEAD.

The Hon. JOHN FORSYTH, &c.

SURVEY OF THE COAST.

We have been favored with an opportunity of examining a chart of Sandy Hook Bar, executed during the last summer, by Lieut. T. R. Gedney, of the navy, assisted by a party of passed midshipmen. It has been a subject of much surprise to us to find that so little appears to have been accurately known, heretofore, of this principal approach to the city of New York. There are but few ports in the world, where the continued entry and departure of vessels in the ordinary course of trade, afford more favorable opportunities for ascertaining the exact position of the best channel, if such means alone were sufficient to obtain the desired information. As it has not been done in this case, we must conclude that it is only to be had, by a systematic series of soundings, carried forward with that particular view, and directed by scientific and practical knowledge.

The channel known as "False Hook," and supposed to admit of but *twelve* feet draft of water, has by this survey been ascertained to afford *nineteen* feet. North of the ROMER SHOAL, where an indirect channel has been occasionally used by the smaller vessels, we have now a spacious, regular, and nearly direct passage, through which may be carried *seventeen* feet; enough for the largest sized merchantships, under ordinary circumstances. In addition to these, and to the old ship channel of two courses, (the only one heretofore used by the largest ships,) we have an entirely new one; which, out of compliment to the officer, who has so perseveringly and industriously labored to discover it, we, at the suggestion of some naval friends, propose shall be known as the GEDNEY CHANNEL. This channel may be passed on a single course, with at least twenty-three feet water at the lowest ebb; to which may be added, as is well known, six feet for the ordinary rise of the tide; furnishing a sufficient depth of water for the largest ship that ever floated. It is not alone in the increased depth of water, that the advantages of this channel consist; leading out on a single course, it possesses an advantage over the other of not less than three points of the compass, in wind favorable for getting to sea; and of course as much in returning. These are unexpected and important discoveries, in which the interests of the country are deeply involved. Every additional inch of water at this important pass, is of incalculable value, by diminishing the danger and delay in crossing the bar.

There is no doubt as to these results. There is no guess-work—no filling-in to *complete the picture*, in what we have seen. Where soundings are marked, the lead fell, and the depth was registered, if there is any dependence to be placed in mathematical principles, applied by practical skill in observation and projection. Of course the shoalest parts of the bar have been examined more minutely than others. In the GEDNEY CHANNEL, a spot of this

description of perhaps two hundred feet in length, by a quarter of a mile across, where alone the twenty-three feet was found, is so filled in with soundings, as to leave scarcely room enough for another figure; this too, on a scale of one to twenty thousand; and yet, as we are assured, not one-third of the soundings that have been made, and registered, could be presented on the sheet. In all cases, the shoalest casts of the lead, have been selected and reduced to a common level of the lowest tide observed during nearly five months; three weeks of which time, about the summer solstice, the tide-gauge was watched constantly, day and night, by a different party, ordered for that special purpose, with another object in view. In all probability then, no other person would be able to find such shoal water in the same places. The positions of the soundings have been established by at least three angles in every instance, from as many fixed and determined points on the shore; measured with sextants, at the same instant, by signal from the vessel sounding; thus furnishing sufficient data, not only to fix the points, but for such verification, as to leave nothing further to desire.

We are gratified to learn that Major General Macomb, the commander-in-chief of our army, was received at Quebec with great cordiality and kindness by the civil and military authorities of that renowned city. Lord Gosford, the Governor-in-chief, was very polite and attentive in offering every facility to enable the General, by means of his carriage and horses, to visit the different parts of the city and its environs. Nor were the officers of the garrison particularly the commanders of corps, less obliging and polite. No difficulties were thrown in the way for seeing every thing worthy of notice, in a civil or military point of view. Even the renowned citadel of Cape Diamond was opened to him, and there, within its own walls, General Macomb, and his Aid-de-Camp, Major Van Buren, enjoyed the elegant and refined hospitality of the 66th regiment, commanded by Col. Nicholl. The officers of the 79th, or Cameron Highlanders, with Major Forbes at their head, also entertained the General and his Aid-de-Camp, in a very distinguished way, and with that soldierly frankness which makes the mess-table so agreeable.

General Macomb speaks in high terms of the orderly conduct of the troops, and the regularity with which they perform their respective duties. From what we have heard him say, Quebec may

be considered a place well worthy of a visit, especially by military men, not only on account of its peculiar history, but for the variety of matters to be seen there, connected with the duties and affairs of the officer and the soldier.

We learn that General M. stopped only part of a day at Montreal, where, however, he had the good fortune to see the 32d regiment, commanded by Major Winfred, under arms in the Champ de Mars, to which he was obligingly invited by the commanding officer of the regiment, who also waited on the General with his officers, and entertained him at their mess in the evening in a very pleasant manner. The 32d is said to be a well disciplined corps.

AN ELEMENTARY ESSAY ON THE PRINCIPLE OF MASTING SHIPS.—
BY HENRY CHATFIELD.—DEVONPORT, 1834.

It is always with much pleasure that we take up a publication of Mr. Chatfield's, since he touches upon no part of naval construction, or equipment, without making a valuable addition. The masting of ships is a point of the greatest importance, since the whole power of mobility depends thereupon. It is known that the most advantageous position of the masts is that from whence there results an equilibrium between the resistance of the water on the body of the ship, on one part, and of the direction of their effort on the other. The axis of the resistance of the water must, therefore, be previously determined, to discover the place of the mainmast, and from that place to the other masts in coincidence; the principal difficulty in which arises from the figure of the vessel.

Mr. Chatfield divides his essay into three sections. 1st. General observations on the true method of determining the quantity of sail a vessel is enabled to carry. 2d. An explanation of the nature and evils hitherto complained of in the royal navy, owing to the variety of dimensions made use of in the construction of masts and yards. 3d. A proposed new system of graduating and proportioning masts, yards, sails, &c., upon fixed principles, whereby those evils may be wholly obviated. All these points are ably discussed; but as the arguments would be injured by abstract, we shall recommend the pamphlet itself to the attention of our readers, and merely submit an extract:

"Some persons imagine that certain short methods, or practical rules, may be applied to naval architecture with the same, or very nearly the same advantages, as if British naval construction were reduced to a scientific system; but that opinion can only arise from an unacquaintance with the subject. An example furnished

by Chapman, will perhaps have the effect of removing such dangerous prejudices, more especially as that example might be confirmed by proof upon proof, of the signal failures that have attended English naval architecture, based, as it has been, upon practical rules alone.

“Chapman takes two cases of 74-gun ships of the same principal dimensions; those ships were of equal displacement, the same quantity of ballast, guns, height of ports above water, &c., and differing no more in form than ships of that class very often do. He calculated their stabilities and quantities of canvass with great care, and found the result to be, that while the foot of the maintopsail of one of those ships was 89-29 feet, that of the other was only 79-0 feet; and that the main mast of one ship required to be 9-49 feet shorter than the other. Taking into account the effect produced upon the entire quantity of sail, the surface of canvass in one ship would be to the surface of canvass in the other, in the ratio of 100 to 78-27. ‘Whence it follows,’ says that celebrated naval architect, ‘that if the masts and yards of those two ships had been proportioned by ‘common rules,’ that either the first had got too large, or the last too small, masts and yards: wherefore it is to be concluded, that ‘by practice alone,’ the true proportion of masts and yards cannot be found.”

So striking a case as that adduced by Chapman amply illustrates the advantages of science to that branch of naval architecture which relates to the principle of masting vessels.—*United Service Journal*.

MONUMENT TO GEN. LEAVENWORTH.

From the Newburgh, New York, Gazette.

A splendid monument has just been erected in the burial ground at Delhi, in this State, under the superintendence of Maj. WILLIAM G. BELKNAP, of the U. S. Army, over the remains of the brave and lamented General LEAVENWORTH. This well merited tribute has been paid, as we are informed, by the third regiment of U. S. infantry, as a testimonial of their regard for the memory and worth of their respected commander, and reflects much honor upon their corps. Men who can so justly appreciate the merit of their officers, cannot be deficient in any one of the noble qualities which form the soldier.

The monument is of East Chester marble, of the Ionic order, and, including the base, die, cap, plinth, and broken shaft, is 12 feet 6 inches in length, and weighs five tons.

The following are the inscriptions:

West front.

In memory of
HENRY LEAVENWORTH,
Colonel of the United States 3d Infantry,
and
Brigadier General in the Army.

South front.

BORN
At New Haven, Connecticut,
December 0, 1783;
DIED,
In the service of his country,
Near the False Waschita,
July 21, 1834.

East front.

For his civic virtues
His Fellow-Citizens of Delaware
Honored him with a seat
In the Legislature of New York :
The Fields of
Chippewa, Niagara and Aurickaree,
Establish his fame as a soldier.

North front.

As a testimonial
To his public and private worth,
His regiment have erected
This Monument.

MILITARY INTELLIGENCE.

The Head Quarters of the 4th regiment of artillery will be established at Fort Columbus, New York harbor, as soon as the state of the quarters at that post will justify their removal.

Lieut. Col. Crane and Major Heileman, of the 2d artillery, will repair, without delay, to Fort King, for duty with their regiment and the troops in Florida, under the orders of Brevet Brig. Gen. Clinch. On the arrival of either field officer of the 2d artillery, Brevet Lieut. Col. Fanning will proceed to his proper station, as directed in Order No. 31, of the 16th May, 1835.

Brevet Major Saunders, of the 1st artillery, with his company, (E,) will proceed without delay to Fort Johnston, N. C., there relieve company D, and take charge of Fort Caswell, the new work on Oak island. On being relieved, Captain Dimick will proceed with his company to Fort Washington, and relieve Brevet Major Gardner's company, (A,) of the 4th artillery, which will resume its station at Fort Monroe.

Captain Galt's company, (C,) 4th artillery, will join the garrison at Fort Hamilton.

Second Lieut. F. H. Smith, 1st Artillery, relieved from duty at the Military Academy, and ordered to join his company.

First Lieut. T. B. W. Stockton, 1st Infantry, when relieved from his duties as Assistant Quarter-Master, will repair to Detroit, for duty in the Engineer Department.

First Lieut. J. F. Izard, of the Dragoons, ordered to Carlisle, Pa., to take command of a detachment of recruits for Fort Gibson; on arriving at that post, Lieut. I. will join his company.

First Lieut. J. A. d'Lagnel, 2d artillery, assigned to duty in the Ordnance Department, in place of Lieut. Parrott, lately relieved.

Second Lieut. B. Poole, 3d artillery, relieved from duty in the Engineer Department, and ordered to join his company.

Leave of absence for four months has been granted to First Lieut. R. W. Colcock, 3d infantry, (now on engineer duty on the Cumberland road) at the expiration of which he will join his company.

Thirty-three recruits left the Western Recruiting Depot on the 28th Oct., for Jefferson Barracks, under charge of Lieut. W. R. Montgomery, of the 3d infantry.

Second Lieut. J. H. Prentiss has been appointed Adjutant of the first regiment of Artillery, vice 1st Lieut. R. C. Tilghman, resigned, and relieved from duty in the Adjutant General's Office.

On mutual application of the parties, 1st Lieut. Simonton, of the Dragoons, is transferred from company H to company K; and 1st Lieut. Izard, of the same corps, from company K to company H.

First Lieut. W. R. Montgomery, 3d infantry, ordered to relieve 2d Lieut. Thomas Cutts, on recruiting service, at Pittsburg; three months leave of absence granted to Lieut. C. on being relieved, at the expiration of which he will report for duty at the recruiting depot, Newport, Kentucky.

Schr. Felicity, from New York, bound up the St. Johns, was wrecked, on the 1st Nov., on St. John's bar; crew and part of the cargo saved; vessel total loss.

Brevet 2d Lieutenants W. K. Hanson, W. H. Griffin, and J. M. Wells, of the 7th Infantry, arrived at Little Rock, Arkansas, on the 27th Oct., on their way to Fort Gibson.

Brevet Brig. Gen. A. Eustis, Col. of the 1st regiment of artillery, has established his head quarters at Charleston, S. C., and assumed the command of the U. S. troops in that harbor.

Col. Long, of the U. S. corps of Topographical Engineers, has just commenced the examination of the principal routes for the contemplated railroad from Concord to Nashua, N. H.

Captain Galt's company C, 4th artillery, embarked from Fortress Monroe, in the schr. J. W. Kempton, Capt. Bedell, on the 14th, and arrived at Fort Hamilton on the 16th Nov. Officers—Captain P. H. Galt, Lieutenants, J. H. Miller and W. G. Freeman.

A Court of Inquiry has been directed by the President of the United States to convene at Fort Monroe, on Monday, 23d November, to examine into the

nature of certain accusations and imputations, preferred by Lieut. Col. Bankhead against Brevet Brig. Gen. W. K. Armistead, Col of the 3d regiment of Artillery; the said court to give its opinion on the merits of the case, and to state whether, in its judgment, any further proceedings be necessary.

The court consists of Brevet Brig. Gen. J. R. Fenwick, Brevet Col. J. B. Walbach and Lieut. Col. A. Cummings; Lieut. J. F. Lee, of the 1st artillery, Recorder.

The commanding officer at Fort Towson has been ordered to employ such portion of the troops as can be spared from the garrison, to complete the military road leading from that post to the northern boundary line of the State of Louisiana, in the direction of Natchitoches.

First Lieut. S. B. Dusenbury, 4th artillery, A. Q. M. at Fort Severn, is under orders to repair to Fort King, as A. Q. M. of the troops in Florida. First Lieut. F. Taylor, 1st artillery, A. C. S., will be the acting A. Q. M. at Fort Severn.

Leave of absence for eight months from the time he leaves his post, is granted to First Lieut. F. D. Newcomb, of the 4th infantry: at the expiration of which he will join his proper station. During his absence, the duties of A. Q. M. will be performed by 1st Lieut. G. Morris, 4th infantry, A. C. S.

Second Lieut. T. B. Adams, 2d artillery, relieved from Ordnance duty and ordered to join his company.

First Lieut. Osborn Cross, 1st infantry, relieved from duty in the Engineer Department, and ordered to New Orleans for duty in the Qr. Mr. General's Department.

First Lieut. M. M. Clark, 2d artillery, A. Q. M. ordered to repair forthwith to Fort King, Florida, for duty in place of Lieut. Dusenbury, relieved on account of the state of his health.

Second Lieut. E. Schriver, of the 2d artillery, assigned to duty in the Adjutant General's Office.

OFFICIAL.

REVISED REGULATIONS.

"ADJUTANT GENERAL'S DEPARTMENT.

"MILITARY CORRESPONDENCE.

[*Extracts.*]

17. "In the ascending line of correspondence, all written communications and applications will be addressed to the chief of the staff of the next commander, as the Adjutant, at Regimental Head Quarters; the Assistant Adjutant General, at Brigade or Department Head Quarters; the Adjutant General, at General Head Quarters. The rule will be observed in verbal applications, as for example, a Lieutenant seeking an indulgence, will first obtain the sanction of his Captain before applying to a higher commander.

18. "All official letters, applications, and reports from Generals, and commanders of regiments or posts, which are designed to be laid before the General-in-chief, or intended for Department Head Quarters, or for the Chief of any Staff Department, are to be signed by the commanding officers themselves.

19. "Officers, in making written communications and reports, are to specify, under their signatures, their rank, and the regiment, corps, or staff department to which they belong.

20. "In transmitting rolls and returns, a letter is to accompany them; and where more than one roll or return are transmitted at a time, they will be enumerated in the same letter, and the whole placed under one envelope.

21. "Official letters will generally refer to one subject only—such as letters relating to Indian affairs; letters transmitting certificates for pension; certificates of ordinary disability; the reports of boards of inspection in cases of

rejected recruits. When the subject refers to enlisted men, the *name, company, and regiment* of the *soldier*, are to be clearly specified.

22. "All official letters, papers, reports, certificates, or other document, forwarded under cover to the Head Quarters of the Army, Generals of Departments, or the chief of any branch of the Staff, by the commanders of regiments, posts, or by any junior officer, will be folded and endorsed in the following manner :

[Here endorse the post or station, date of letter, report, certificate or other document, and name, rank, and regiment of the writer.

Here state a concise analysis of the contents.

If several papers are transmitted, they will be *numbered* (1, 2, &c.)

The officer who transmits the report, certificate, or other document, to higher authority, will here add such remarks as he may have to make, and sign his name and rank.]

24. "Each letter will be folded in three equal folds, parallel with the writing, and the inner edge of the sheet will be considered the top when folded, on which the endorsements are to be made. Letters of transmittal will specify the document enclosed ; and the name of the writer, and No. (if a letter or report,) which may be endorsed thereon."

All communications from officers of the Army, in relation to "*Indian affairs*," which are intended to be referred to the Indian bureau, will be headed—
ON INDIAN AFFAIRS.

ROGER JONES, *Adjutant General*.

ADJUTANT GENERAL'S OFFICE,

Washington, November 21, 1835.

RESIGNATIONS.

| | |
|---|----------------------|
| First Lieut. R. C. Tilghman, 1st artillery, to take effect, 31st January, 1836. | |
| First Lieut. Z. J. D. Kinsley, 3d artillery, | 1st December, 1835. |
| Second Lieut. F. Wilkinson, 4th infantry, | 31st December, 1835. |
| Brevet Second Lieut. R. Henderson, 2d artillery, | 30th November, 1835. |
| First Lieut. A. Drane, 5th infantry, and A. Q. M., | 25th November, 1835. |
| Asst. Sur. J. B. Sullivan, | 31st December, 1835. |

NAVAL INTELLIGENCE.

Lients. D. N. Ingraham and J. H. Ward, and Dr. William Plumstead, have arrived at Pensacola, for duty in the W. I. squadron. None of the ships were expected at that port until late in December, or early in January.

The U. S. ship John Adams was at Marseilles on the 3d October. Captain Conner intended to leave the ship at that port, and Lieut. Gardner would take her to Mahon, where it was expected they would find their new commander, Captain Stringham.

The Cholera had subsided at Marseilles.

The United States frigate Brandywine was lying at Callao the 20th of July. The following is a list of her officers:

Alexander S. Wadsworth, *Commodore*.

David Deacon, *Captain*.

Lieutenants—William Inman, H. H. Hobbs, Henry Bruce, G. J. Van Brunt, Samuel F. Hazard, (acting.)

A. B. Cooke, Fleet Surgeon ; Thomas R. Lambert, Chaplain ; Joseph H. Terry, Purser ; Robert Handy, Sailing Master ; Charles Green, Second Sailing Master ; J. F. Sickles, Assistant Surgeon ; A. W. Longfellow, Commodore's Secretary.

Passed Midshipmen—Edward M. Yard, William C. Spencer, William B. Ludlow, Luther Stoddart, John J. White.

Midshipmen—C. M. Robinson, John S. Patterson, M. D. E. W. Watson, Benjamin R. Nichols, Cornelius Vanalstine, Samuel Pearce, Daniel M. Key, Francis Lowry, Joseph Norvell.

John Ball, Boatswain; Daniel James, Gunner; Charles Boardman, Carpenter; James R. Childs, Sailmaker; Thomas C. Ryall, Captain's Clerk.

Marine Officers—Captain Charles C. Tupper, Lieut. George W. Robbins.

The U. S. sloops of war Vincennes and Fairfield, and the schr. Dolphin, were also there on the 4th of July. The Boxer was expected every day from Panama.—*Hudson's Exchange Shipping List.*

The U. S. Frigate Constitution, Commodore Elliott, left Gibraltar for Mahon on the 18th September.

The Vandalia, Captain Webb, touched at Havana on the 26th Oct. and was spoken the next day.

The St. Louis, Capt. Rousseau, from Pensacola, on a cruise, was spoken 8th Nov. in latitude 31° 40', long. 73° 33', by the schr. Lady Elizabeth McGregor, at Norfolk.

Extract of a letter to the Secretary of the Navy, from Commodore ALEXANDER S. WADSWORTH, dated

“CALLAO BAY, July 20, 1835.

“By a vessel going immediately to Valparaiso, I barely have time to inform you of the intended departure to-morrow, of the Vincennes, on her return to the United States, by way of India.

“That ship is now fully manned and officered, and in good condition.

“I have the pleasure to add that the squadron is healthy, and that there is no unusual sickness in any of the ships.

The following is a list of the officers of the Vincennes, on the 20th of July, 1835:

John H. Aulick, *Commander.*

John A. Carr, Theo. Baily, Robert L. Browning, John S. Missroon, Joseph Lanman, *Lieutenants.*

Samuel P. Lee, *Acting do.*

Augustus A. Adeo, *Surgeon.*

J. C. Palmer, *Assistant Surgeon.*

Edward T. Dunn, *Purser.*

A. H. Gillespie, *2d Lieut. of Marines.*

Theo. P. Greene, *Acting Sailing Master.*

William A. Jones, A. G. Clary, William A. Parker, John C. Henry, John Carroll, John Hall, George Butterfield, Hunn Gansevoort, James N. Hannegan, Washington Gwathmey, James Biddle, C. R. P. Rodgers, *Midshipmen.*

James S. Ridgely, Boy, *Acting Midshipman.*

John Morris, Boatswain; Charles Cobb, Gunner; Henry P. Leslie, Carpenter; Henry Bacon, Sailmaker.

MARRIAGES.

In Norfolk, Va., on the 28th Oct., JAMES H. NORTH, of the Navy, to EMILY, daughter of the late JACOB KLEIN, Esq., of Norfolk.

At the Choctaw Agency, west, on the 1st Oct., Lt. G. J. RAINS, of the 7th U. S. infantry, to Miss MARY JANE McCLELLAN, daughter of the late Maj. WM. McCLELLAN, formerly of the U. S. Army, and more recently Choctaw Agent.

In Washington county, Pa., on the 18th Nov., COLIN M. REED, Esq., to Mrs. MARY K. RITNER, widow of the late Lieut. JOSEPH RITNER, of the army.

DEATHS.

At Baton Rouge, Lou., on the 25th Oct., Captain JEEFERSON VAIL, of the 1st Regiment U. S. Infantry.

At Fort McHenry, Md., on the 16th Nov., Sergeant JAMES BOSWORTH, in the 40th year of his age. Sergeant MARY B. had served in the army nearly 22 years.